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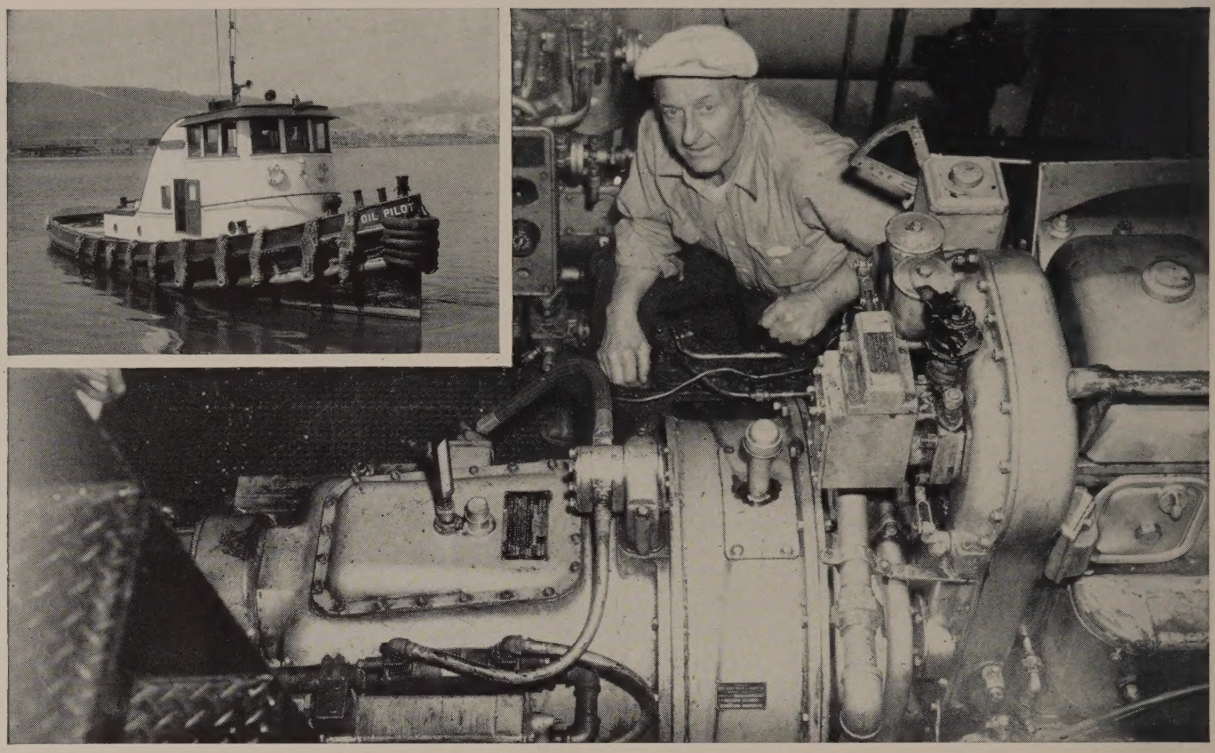
BOUNDARY WATERS—American purse seiners fishing south of Point Roberts, where they share with Canadians the salmon running along the international boundary as Mt. Baker watches. — Sockeye Commission photograph.

A MILLER FREEMAN PUBLICATION



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PACIFIC FISHERMAN

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A MILLER FREEMAN PUBLICATION

Miller Freeman's Work Ends

● Miller Freeman's long, productive life ended September 18 at the age of 80. A heart attack took him as he was planning a new campaign of conservation — in the wise use of natural resources — through the opening to private development of Federal lands now lying idle.

Miller Freeman could not himself be idle, even at 80.

His work was long, his journals numerous, and his interests many—but closest to his heart was *Pacific Fisherman* and the fisheries it has served for more than 50 years. His part in the concept and development of international conservation of fishery resources through treaties was the role of which he was proudest.

His works thrive in many fields, for he sowed widely and diligently. The future of fishery resources throughout the world is brighter for his works and the principles he wove into the concept of conservation by international conservation.

● Himself a pioneer in the field of industrial publishing, Mr. Freeman succeeded to a tradition of frontier journalism His father was a Confederate soldier who after the Civil War married a daughter of Culpeper County, Virginia, and worked to the West, publishing a newspaper, *The Frontier Index,* successively in 20 towns as the railhead of the Union Pacific advanced across the continent.

Mr. Freeman was born in Ogden, Utah, July 20, 1875. His mother was killed by accidental gunshot as "the press on wheels" traveled in two covered wagons to Butte, from whence to Yakima, to Anacortes and back to Yakima ran the boy's path.

At 21 he came to Seattle and embarked alone in the publishing business with *The Ranch,* a farm paper. This was in 1897. In 1903 he founded *Pacific Fisherman,* and with it his service to the fisheries and the doctrine that productivity can be perpetuated by research, wise use, and administration on the basis of maximum sustained yield.

He first proposed a Fraser River Sockeye treaty in 1907, and eventually carried it to ratification as the special spokesman of Gov. Clarence D. Martin.

He sponsored the first halibut treaty, and as a member of the commission established the principles which have been the pattern for later enterprises in international conservation.

To the development of the North Pacific treaty he gave years of work and thought and the gentle leadership by suggestion of which he was a master.

● Beside the fisheries, Miller Freeman was specially interested in service to marine and highway transportation; to the natural resource industries; to national defense.

He was a leader in the fight for the Lake Washington Canal; and conceived the Fishermen's Terminal development at Salmon Bay. He carried legislation for paving the highway across Snoqualmie Pass through the Washington legislature; and was a vigorous advocate of the Lake Washington floating bridge, first of its kind in the world.

A Navy captain, he was commanding officer of the Naval Training Station at the University of Washington in World War I. The School of Fisheries of the university came into being as result of his suggestion and energetic advocacy.

● He did much, he thought widely — but in the heart of Miller Freeman the fisheries were first.

Miller Freeman passes, but the forces generated by his faith continue to grow.

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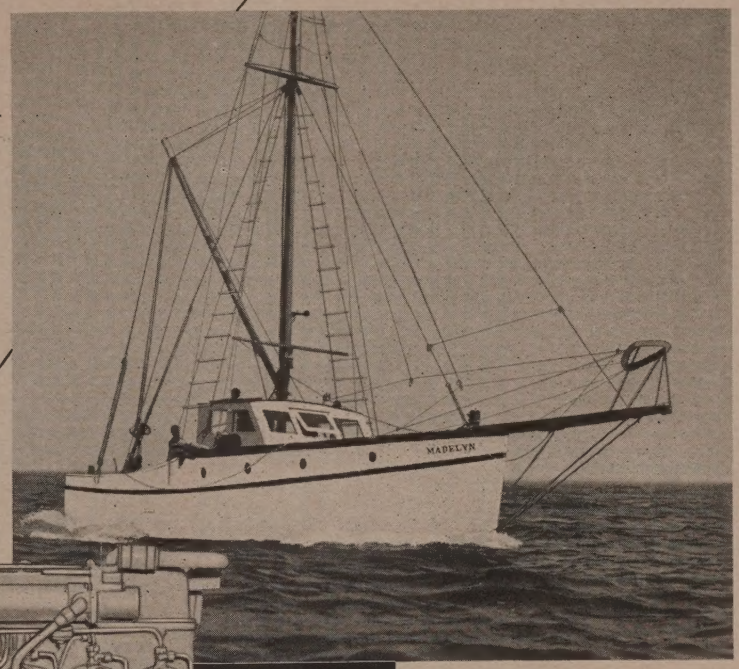

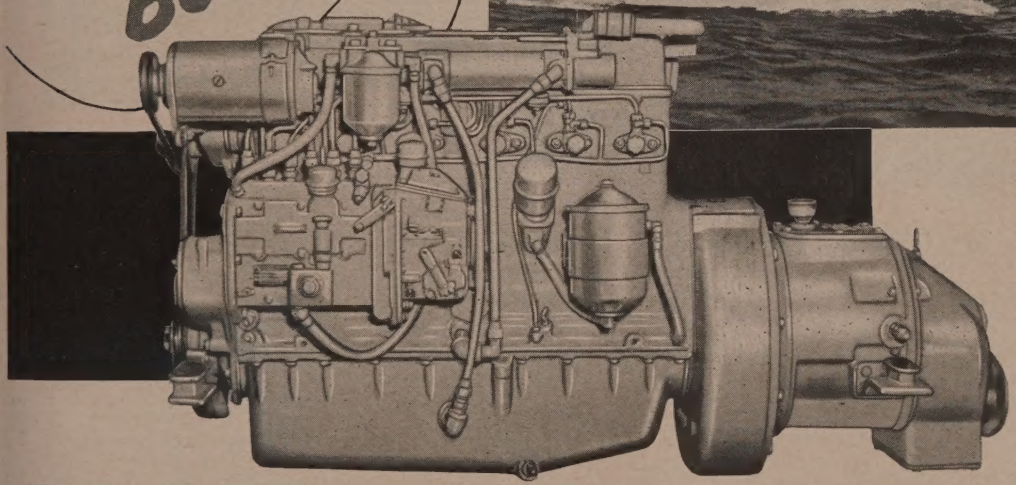

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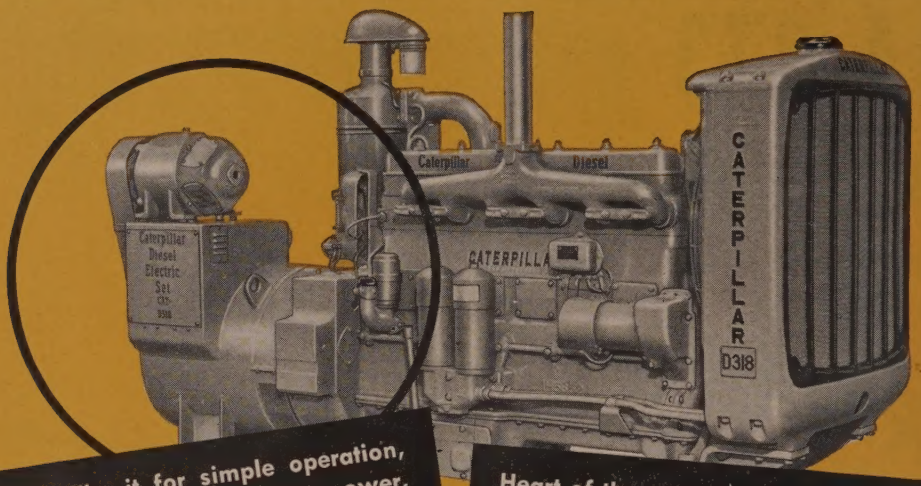

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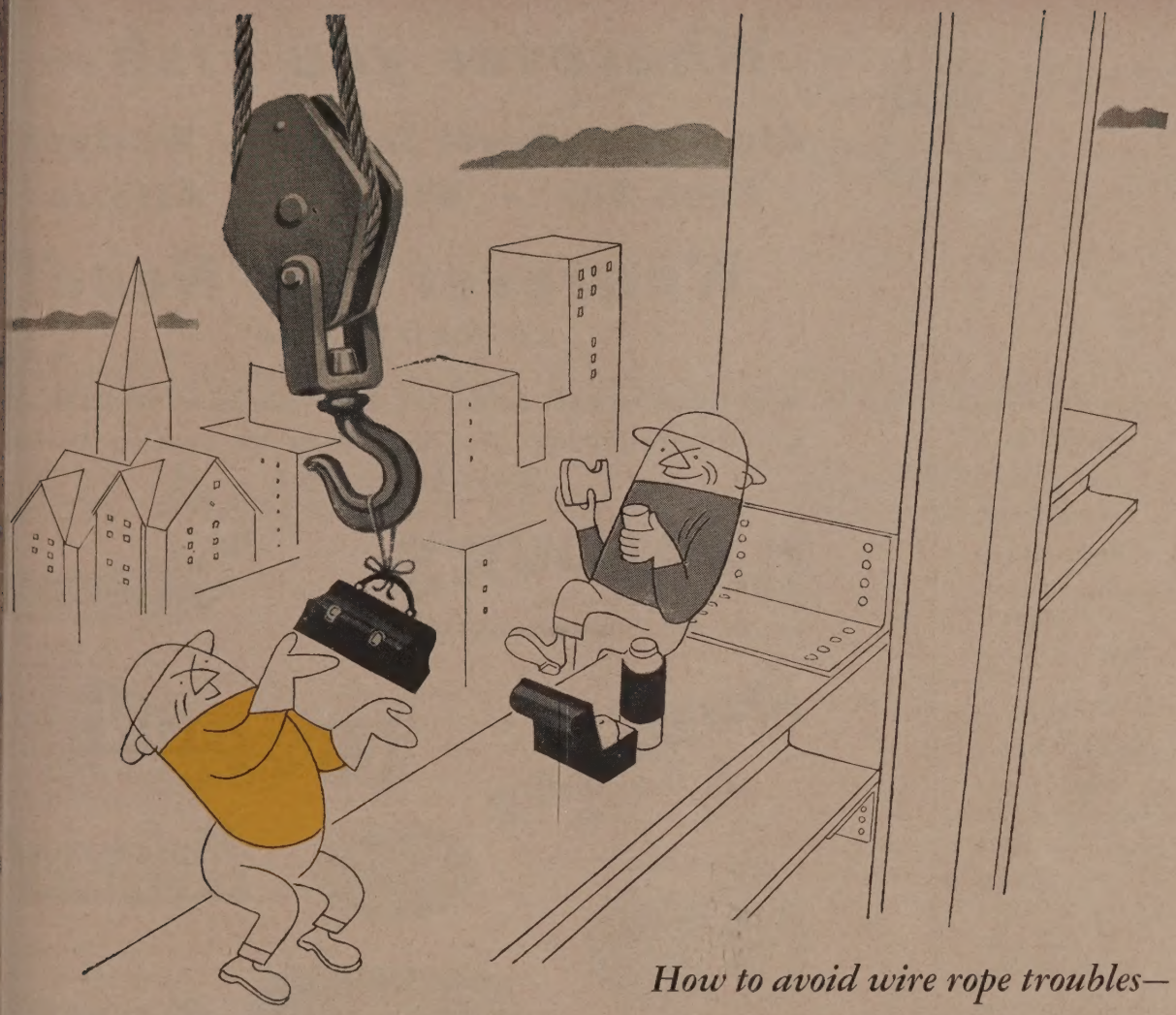

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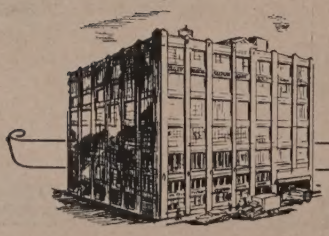

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PACIFIC FISHERMAN OCTOBER 1955

Nations Talk Conservation All Around the Pacific Rim

● These are days in which future trends in the fisheries of the Pacific may be determined for decades to come.

These are days in which nations seek to workout international programs for the cooperative conservation of fisheries around the Pacific from Chile to Japan—and across the high seas within this tremendous rim.

● Chile, Ecuador, Peru and the United States, meeting in Santiago, Chile, in mid-September, explored the subject of conservation of fishery resources in the waters of the South Pacific and discussed scientific and technical studies by which conservation might be fostered.

● United States, Japan and Canada, meeting through the International North Pacific Fisheries Commission in Tokyo at the end of October, will examine the progress made by their 1955 researches, and perhaps implement conservation steps which of necessity becomes obvious.

● Soviet Russia, Japan, Canada and the United States will meet in Washington at the end of November to discuss a new fur seal treaty. While this meeting is not concerned directly with the fishery resource, it is of importance to the fisheries because it may indicate Russia's policy with respect to international conservation of marine resources; and because the effect of the fur seal build-up on the fisheries is a matter of wide international concern.

● Canada and the United States may be expected within the next few months to discuss means by which the Pink salmon resources of waters adjacent to the international boundary may be studied and a program for their conservation developed.

U. S., Chile, Ecuador and Peru Study Conservation

● Exploration of the opportunities for international conservation of the fishery resources of the South Pacific, and the possible adoption of a means for effectuating such conservation, is the primary objective of the September conversations in Santiago between Chile, Ecuador, Peru and the United States.

Character of the American delegation makes it apparent that this is a full-scale negotiation, from which an actual treaty or treaty-extension could result. Head of the delegation is William C. Herrington of the U. S. Department of State. His advisers include Dr. W. M. Chapman, research director for the American Tunaboat Association; Charles R. Carry, director, California Fish Canners Association; Fred Taylor, John Drier and Miss Whiteman of the State Department; E. O. Sette and Milton Lindner of the U. S. Fish and Wildlife Service.

Sustained yield conservation through the cooperation of interested nations as means of safeguarding the future of the resource and at once permitting it to serve the needs of peoples who have depended on it for years, or of the coastal countries adjacent, was suggested by Dr. Chapman, now a member of the American delegation, in an interview published on Page 21 of *Pacific Fisherman* for February of this year.

The Santiago conference would appear to have two courses open for bringing about a South Pacific research and conservation program:

1. By amending the present Inter-American Tropical Tuna Treaty to give the commission administrative authority to devise and apply conservation measures, as well as to conduct scientific research;

2. By negotiating an entirely new treaty to cover the broader field envisaged. (Such a course obviously would involve some overlapping and probable criticism from the standpoint of duplication of machinery and effort.)

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Tokyo Topic: How Shall Conservation be Served?

• North Pacific high seas fishery problems, the progress which has been made toward their solution in 1955, and the course to be set for the researches of 1956, draw the United States and Canada sections of the International North Pacific Fisheries Treaty to Tokyo late in October, where they will sit down with the Japanese section.

The three nations will report upon the work done this year, and will consider the significance of the findings and the direction they suggest for future work.

The United States section at least will have much greater means of participation, with an appropriation exceeding $700,000; and more than $800,000 expected to be budgeted for the following fiscal year.

It would be unrealistic to contend that American and Canadian opinion is not seriously concerned with the effect of the phenomenally expanding high seas catches of the Japanese salmon fleet in mid-Pacific; and with the possible effect which the catching and packing of immature, feeding fish may have not only on the supply of mature fish in the future, but also on the standing of canned salmon, particularly in the British and European markets. Buyers there already have commented upon the small size and evident immaturity of the fish canned by the Japanese, in contrast with their pre-war product.

Of the various proposals which have been advanced in the United States as a possible means of providing protection for immature fish until (1) they have reached the size where they provide greatest economic return, and (2) scientific research can determine the degree and place of intermingling between American and Asian stocks, that for a mid-Pacific closed area from which all three signatory nations would agree to abstain appears to have most support and best chance of acceptance.

The Alaska Fishermen's Union, whose secretary-treasurer, George Johansen, is a member of the American Section's advisory committee, has taken a very strong position, declaring in a recent letter to American Congressmen that continued exploitation of immature salmon in the absence of positive knowledge as to time and place of intermingling will inevitably result in the destruction of the salmon resources native to North America; if indeed it is not already reflected in the downward trend of American and Canadian catches.

U. S. S. R. to Participate In 4-Power Seal Parley

• Soviet Russia's acceptance of an invitation to participate in a conference to negotiate a new treaty for the conservation of the fur seals of the North Pacific ocean makes this meeting — scheduled for Washington Nov. 28, 1955—of special interest to the fisheries.

The fact that the effect of the present fur seal herds on the foodfish population of the North Pacific undoubtedly will be discussed at the conference makes it of further concern to the fisheries. In denouncing the fur seal treaty of 1911 in 1940, Japan gave as its reason harmful effect of the animals upon the Japanese fisheries.

In view of the fact that the present herd is substantially larger than that of 1940, it is reasonable to expect that some effort may be made to re-appraise the effect of the seals on the foodfish populations; and possibly to stabilize the numbers of the seals at a lower level.

Most significant is the willingness of the U. S. S. R. to discuss a matter of international conservation together with Canada, the United States and Japan. The fur seal conference is expected to give some indication of Russia's attitude with respect to such projects and its possible interest in joining in conservation enterprises such as that developed under the tripartite North Pacific Fishery Treaty.

At the 1955 technical conference at Rome to discuss questions raised by the International Law Commission on conservation of the living resources of the sea, the Russian delegates participated actively; and seemed to be specially interested in probing the facts relative to the degree of utilization of the salmon stocks of the northwest Pacific, and whether or not any of the species might now be overfished.

Further manifestation of such interest in the fur seal conference would be regarded as significant.

U. S.-Canada Pink Salmon Study Under Discussion

• Canada and the United States can be counted upon to consider international cooperation in the study of Pink salmon before the progeny of this year's run swims to sea through the Strait of Juan de Fuca early in the summer of 1956.

James Sinclair, Canadian minister of fisheries, has been campaigning for more than two years to this end, contending that the two countries should delay no longer in studying the Pink salmon resources of waters adjacent to their common boundary; and eventually in regulating the fishery for its conservation at a level of maximum sustained yield.

The Canadian industry seems solidly behind its minister, and recent opinion in the State of Washington—the only portion of the country with a direct primary interest in Pinks—has given evidence of supporting the principle that international scientific study of the species should be undertaken without further delay.

It is known that Canada's ministry of foreign affairs has approached the U. S. Department of State on this subject; and that the matter is being studied in this country. Just how soon an actual international conference could be held is not plainly evident. The three other international meetings discussed in these pages already have been definitely scheduled, with the

prospect that the fur seal conference will extend well into December. It would appear unlikely, therefore, that a full-dress conference could be held before late winter or early spring.

So far as it has been expressed, public and industry opinion in the Puget Sound area seems to favor international action which would bring the Pink salmon resources of boundary waters under coordinated scientific study for a period of years; which could be expected to develop a basis for equitable administration of the fishery on the basis of maximum sustained yield conservation.

It is generally felt that such studies could be handled admirably under the Sockeye Commission, whose authority and staff of course would have to be expanded for the purpose.

Suggestion has been made, in Canada, that perhaps the Pinks should be studied under joint action of the United States and Canadian sections of the North Pacific commission. Early expressions in this country seem to regard such a plan as unnecessary, unsound, and certain to be subject to severe criticism on grounds of needless duplication of scientific effort.

U. S.-B. C. Fishing Competition Puts Pressure on Pinks and Sockeyes

● Pink salmon picture was developing quite normally on Puget Sound as this issue went to press. The run was on schedule, despite the outcries of some not too keenly concerned with fact.

However, there was plenty of time and opportunity for things to take a turn for the worse—or the better.

Last statistics available at time of writing showed the American catch *slightly* under that of 1953 to even date; but far ahead of 1951.

Washington state fisheries department stream studies indicated escapements in some streams were short of the optimum. This was particularly true of the Stillgaumish, where the Granite Falls fishways have opened some 35 miles of stream and Director R. J. Schoettler wanted a good escapement to seed these gravels.

The Canadians weren't being as free as usual with details as to the progress of their Pink salmon fishing; but there was good reason to believe that under the stimulus of Minister James Sinclair's policy the Canadian fleet was improving its percentage share of the catch of Pink salmon entering through the Strait of Juan de Fuca.

This of course could—and probably does—account for the early failure of the Washington catch to measure up to the cycle year.

The Pinks this August and September were *big*, many topping 12 pounds.

In this they were in sharp contrast with the 1955 Fraser River Sockeyes, whose average size was very small indeed.

● Sockeye run to the Fraser in 1955 was somewhat disappointing, although not nearly as much so as a lot of sellers indicate. The *catch* was approximately 91% of that for 1951, the cycle year; and it should be remembered that 1951 *was exceptionally good*, giving the largest catch of its cycle in any year since 1903.

It must be admitted, however, that there is disappointment in any interruption of the rising level of abundance which the Fraser has been registering. Nevertheless, after four successive record-breaking seasons, something of a check in the pace of progress might be expected.

Thus far we have been talking of the Sockeye *catch*, the number of fish taken. When you get on the subject of *pack* there's more reason for disappointment. The fish were small, and it took more to can a case.

For example, when the *catch* was appearing to be about 91% of the 1951 take, the *pack* was only about 70.3% of the cycle year's yield to even date.

Through August 24, Loyd A. Royal, director of the Sockeye enterprise, estimated that it was requiring 11.8 Sockeye to pack a case, as compared with 9.6 in 1951.

● The Sockeye experience of 1955 was a thorny one from the administrative standpoint.

For example, high water produced a partial block to the migrating fish in the Fraser canyon near Yale. As result of this block, and the high velocity of the river current thereafter, the early runs to Stuart and Bowron Lakes were largely lost. Already he was forecasting that the 1959 Sockeye fishing season could not start before July 15, in order that the remnant of the early Stuart and Bowron runs on the 1955-59 cycle be protected.

Management problems multiply with the increasing value of the resource and the expenditure of resources and manpower directed to its harvest. Mr. Royal writes:

"Drastic increases in gear and fishing efficiency in the Canadian straits fleet and the Puget Sound gillnet fleet is jeopardizing the whole management program for the Fraser River Sockeye. The industry itself, which has created this condition, must suffer accordingly until some means of stabilizing the fishing is accomplished. Lengthy discussions and willing cooperation in the formation of an intelligent plan will be required this coming winter if the unfortunate conditions prevailing in the 1955 fishery are to be avoided in 1956 and future years."

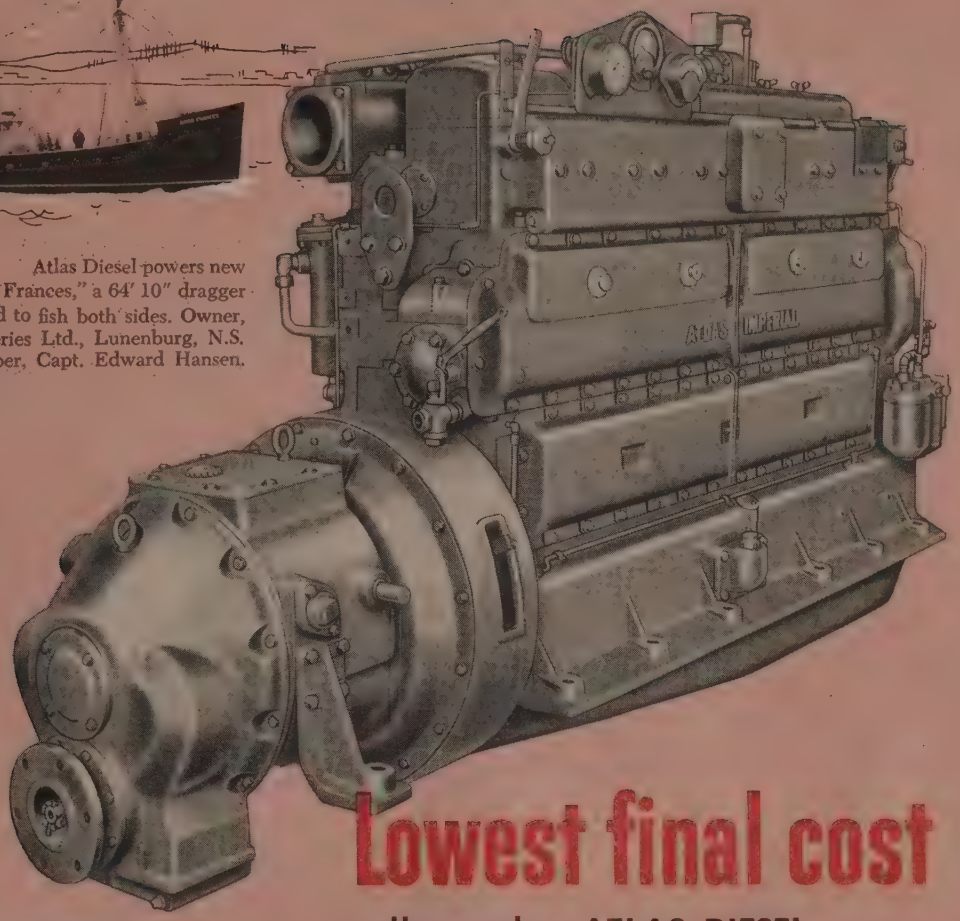
"Koyo Maru" Shifts To Fiji Tuna Operation

A fishing operation of even larger scope than that of the *Saipan Maru* at Samoa is being undertaken by Taiyo Gyogyo K.K. around the Fiji Islands. As mothership, this company planned to send its 7400-ton *Koyo Maru*, which at the end of August was due back from its salmon season off Kamchatka. The fleet includes two standing reefer transports and some 50 medium-sized tuna-fishing boats, of which six from Yaizu (Shizuoka prefecture), of 170 tons average, had left by Aug. 20, with others following from ports of Shizuoka, Kanagawa, Mie and Miyagi prefectures.

A total output of 5,400 tons of Albacore, Yellowfin, Big-eye, shark, swordfish, etc., is expected from early September through November. Under this system, it is figured, the fishing boats may save a great deal of the traveling expense to be met if they worked independently.

Taiyo Gyogyo has worked along similar lines with good results for several years, but this is considered the largest plan of the kind ever carried out.

Atlas Diesel powers new "David Frances," a 64' 10" dragger equipped to fish both sides. Owner, Viking Fisheries Ltd., Lunenburg, N.S. Skipper, Capt. Edward Hansen.



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California Tuna Operations — August, 1955

(Approximate figures for tonnage and total case pack)

	San Pedro	San Diego	Combined
Species	Tons	Tons	Tons
Yellowfin	6,770	2,039	8,809
Skipjack	3,076	2,364	5,440
Bluefin	2,973	75	3,048
Albacore	4,783	1,285	6,068
Total	17,602	5,763	23,365
Pack in cases	583,299	*Pack in cases. *Not available at presstime.	

California Fish Cannery Strike Hits Fleet Hard

The strike of the AFL cannery workers and the engineers of Terminal Island's big steam plant, which began September 6, has brought further distress to an already stricken fleet.

Some eight or 10 boats were waiting to be unloaded when the strike began, with more at sea. The problem is definitely one of fish spoilage if the tuna cannot be unloaded in time; and no one knows how long the "no contract-no work" policy of the union will last. Five boats in particular are involved, with two months in port without unloading: *Joann, E. S. Lucido, Santa Rita, St. Anne of the Sunset* and *Golden Gate.*

Before the strike began, purse seiners were not leaving port because their ILWU crews would not fish since the price of tuna dropped to $210 a ton, Yellowfin. Bait boats out of San Diego, however, had agreed to accept the $40 cut, as well as their AFL crews.

Members of the ILWU fishermen's union of San Pedro in August distributed thousands of leaflets in San Diego, urging housewives to buy only American-caught tuna; and another leaflet was directed toward San Diego AFL fishermen who had voted to accept the tuna price cut.

Further attention was focused on Japanese imports of frozen and canned tuna when the Fishermen's Cooperative was represented at a meeting September 7 with a Japanese frozen fish delegation. Attending were Mason Case, manager, and Lawrence Zuanich, skipper of the *Stranger,* and Nick Felando, skipper of the *Treasure Island.*

Despite strikes and boat tie-ups plans were progressing for the 1955 Fishermen's Fiesta at San Pedro, Oct. 1 and 2, and for the annual boat parade. The sardine season opens October 1, but this is a Saturday and boats customarily do not fish on weekends; in addition there are predictions there will be a tie-up again on price, with fishermen not taking anything less than $47.50 per ton.

Mason Case reports that the government turned down his request that it buy the 145 San Pedro purse seiners for use in the foreign aid program. The request was submitted to the International Cooperation Administration. Case said: "We are willing to sell as many of the purse seiners as we can. Since we're going broke, we would like to salvage something out of the hulls of these vessels."

It should be noted that not only the tuna fishery is temporarily lost to the seiners, but the canners do not want mackerel or anchovies in any quantity. Net boats produced 3,595 tons in August, 61,101 cases. Anchovies amounted to 855 tons, 7,055 cases.

During the period of August 21-31 six bait boats unloaded at Terminal Island area canneries, eight seiners and 20 boats with local Bluefin, a total of 881 tons. San Diego during this period had no unloadings.

Of the total tuna tonnage for San Pedro, January 1 through August 31, 90,143 tons, 32,665 was frozen imported tuna, about half Albacore.

Of San Diego's cumulative tonnage for eight months, 27,136, 4,499 tons were frozen imports.

James Waugh, union president, announced his group is seeking a 15c-an-hour wage boost, a work week of 40 hours, plus improvements in health and welfare conditions, and that rejection of a new contract based on such terms would involve a "no contract-no work" policy. A master contract covering canneries in Terminal Island, Wilmington and Long Beach expired September 1.

Charles R. Carry, executive director of the California Fish Canners Association, stated that the 5c-an-hour proposal was made in an effort to avoid the first strike in 18 years, and that

AUGUST TUNA IMPORTS, SAN PEDRO

Species	Tons
Japan—	
Yellowfin	2,154
Albacore	3,109
South America—	
Yellowfin	141
Skipjack	803

the granting of the proposed 15c-an-hour increase and the doubling of the present costs of health and welfare, etc., would bankrupt every canner in Southern California.

He further pointed out that economic and competitive conditions in the industry require a reduction of wages and benefit costs rather than an increase. He made it clear that boat owners and fishermen have taken reduction in income recently, and that Van Camp Sea Food Co. has just announced a loss for the first time in 25 consecutive years.

Westgate Buys San Diego Coast Baseball Team

Canned tuna from San Diego and that port's baseball team joined forces in late August when it was announced by James Lane, the president of Westgate-California Tuna Packing Co., that the company had purchased the San Diego "Padres," Coast League baseball team.

The home of the San Diego Padres, Lane Field, is not, however, named for Mr. Lane, but for another of the same name, the founder of the San Diego team. James Lane is primarily a "fan," it is said.

Marine Resources Institute Names Food Technologist

Harold S. Olcott, Department of Agriculture food specialist, has been chosen as Professor of Marine Food Technology and Marine Food Technologist on the staff of the University of California's state-wide Institute of Marine Resources.

Olcott will work on the Berkeley campus of the University.

The University's Institute of Marine Resources was established in 1953 with headquarters on the La Jolla campus of the University.

According to Charles D. Wheelock, Acting Director of the Institute, the appointment of Olcott will initiate the fulfillment of a long-standing need for scientific work in the field of marine foods by the University of California.

"The marine fisheries of the state constitute a very large industry with an even larger potential of food and feed. Development of these latent resources is in large part dependent on improved technology," Wheelock said.

Canned Salmon Pack of Japanese Factoryship Fleet — 1955

Area	Cannery Vessels	Red, Cases	Chum Cases	Pink Cases	Silver Cases	King Cases	Total Cases
Aleutian ...	12	573,220	218,053	357,027	153,964	2,979	1,305,243
Okhotsk	1	12,112	105,009	48,029	14,556	153	179,859
Total	13	585,332	323,062	405,056	168,520	3,132	1,485,102

NOTE—Figures are in full cases equivalent to 48 lbs. Data does not include canned salmon pack of shore plants in Japan, estimated at 200,000 cases.

Japan High Seas Salmon Catch Tops 70 Millions

● Japan high seas operations in 1955 more than tripled those of the preceding season, accounting for an overall catch exceeding 70,000,000 salmon.

This tremendous catch, greater in numbers than that made in Alaska in 1955, was taken in three distinct operations:

Aleutian area, where the fleet serving 12 factoryships took 50,503,069 salmon, of which 12,163,949 were Reds.

Okhotsk area, where the satellite fishing vessels of two factoryships took 13,537,176 salmon.

Shore-based operations, conducted from the home islands of Japan in waters south of the 48th parallel of latitude, which caught 6,849,333 salmon.

Despite the great total above 70,000,000, full details of the production scale-down somewhat the original North American understanding of the Japanese catch, which had counted the reported high seas catch of above 60,000,000 fish as all taken in the Aleutians area.

An outstanding aspect of the Japanese season was the abundance of Red salmon in the Aleutian area. As all Red salmon are believed to have been canned, it appears that the fish were very small for this species, requiring 21.22 fish to the full case canned.

This gives an average weight of only about 3.5 lbs. per fish.

The last factoryship to leave the fishing grounds was the Kyokusei Maru, which closed her operations August 26.

The catch of the shore-based fleet consisted almost entirely of Chums and Pinks.

The two fleets operating in the Okhotsk Sea encountered an enormous concentration of Pinks in the southern sector of the sea, where reports said the waters "looked like a mud of Pink salmon." So great was the run that at one time early in July the fleet actually moved in an effort to avoid the area of greatest concentrations, as the catches were so great that gear was being lost.

Service Again Prescribes Farley's Fishery Medicine

● Continued curtailment of Southeast Alaska fishing operations according to the Farley "ground rules" program beyond the two-year period is tentatively proposed by the Fish and Wildlife Service, Donald L. McKernan, Alaska administrator, explained at the regional regulations meetings at Ketchikan, Petersburg, Juneau and Sitka in September.

● Authority of the Secretary of the Interior to limit the amount of gear operated in any area is supported by legal opinion of his solicitor, but will not be exercised "at present" in Southeast Alaska.

● There is reason to believe that *the Service expects to set maximum amounts of gear which will be permitted in the Bristol Bay, Cook Inlet, Kodiak Island and Prince William Sound areas in* 1956, but this had not been officially announced at presstime.

Extension of the Farley Plan beyond the first two-year Pink salmon cycle occasioned some surprise when first announced at the Ketchikan hearing; and aroused some opposition, while developing support also, and perhaps in greater volume.

Objectors contended that Mr. Farley had said in announcing its program that it was for two years only. The other viewpoint was that he had said it would apply for not less than two years; and that it was necessary to maintain the limitation on fishing intensity beyond a two-year period in order to achieve the long-range improvement which is its fundamental objective.

Mr. McKernan indicated that Pink salmon escapements in Southeast Alaska during the past two seasons were generally regarded as favorable, although not heavy. He proposed to continue for another year the same fishing season dates as were in effect for 1955.

The administrator explained at each hearing the Service's newly-announced authority to establish maximum numbers of units of gear which may fish in any area, as well as the areas in which any boat may fish; and to require licensing of fishing gear.

Legal opinion of J. Reuel Armstrong, Department of the Interior solicitor, supports this authority under the White Act, and cites court decisions, including one of the Supreme Court, which specifically sanctions licenses which are "regulatory in character."

The solicitor's opinion sums-up:

"It is my view that the Secretary of the Interior has authority to prescribe the maximum number of types of boats or fishing gear that may fish within a designated fishing area in the waters of Alaska. He may also stipulate the area or areas within which a particular boat or gear will be permitted to fish. He also may require that each boat or type of gear be licensed and may fix a reasonable fee to be paid for any required license."

● Another opinion holds that, under the North Pacific Treaty enabling act, the Service has authority to regulate the taking of salmon and herring on the high seas contiguous to the coast of Alaska.

The White Act gave this authority beyond the three-mile limit only in cases where the fish taken on the high seas were brought into territorial waters of Alaska.

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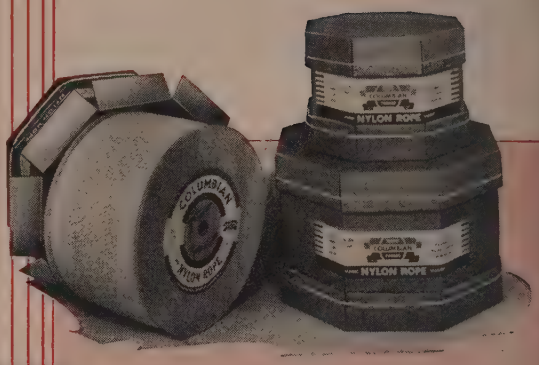

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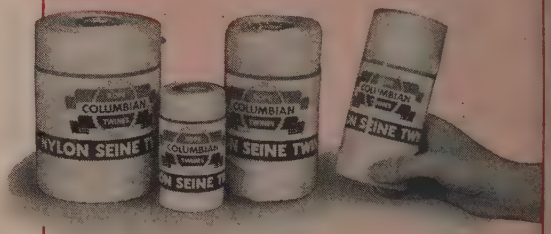

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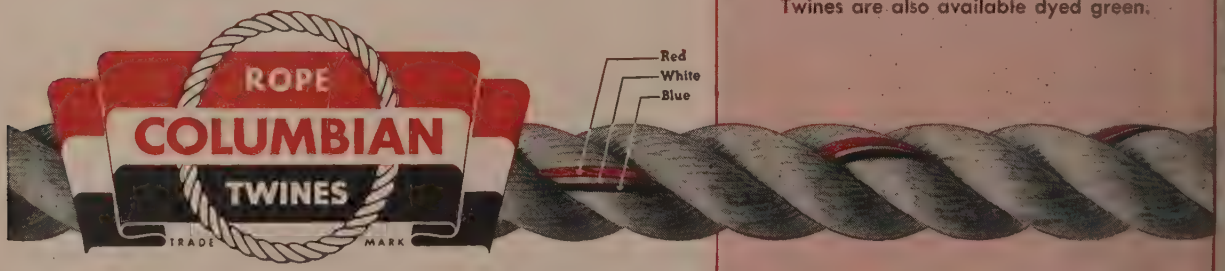

Alaska Salmon Pack Short Again—Just As Expected

• Another short pack of Alaska salmon — but who expected anything good?

Red production, 620,000 cases — was the smallest on record, by a very narrow margin; but actually was not less than realistic forecasters admitted, to themselves at least.

Chums were poor. No quibbling about that. The pack at the end of the summer season was no better than half of normal. Compared with the year before, it was about one-third, but the Chum pack of 1954 was one of the best-ever.

Pink pack of about 1,250,000 cases was slightly above the average for the preceding five years.

Silvers were woefully short—under 100,000 cases, even with what fall pack of this species may be put together.

• Brightest aspect of the Alaska salmon situation was the out-of-the-blue Pink run to Kodiak. This produced better than 522,000 cases in an off-year. In 1954, which was supposed to be the best year of the Kodiak cycle —and was *good*—the pack was substantially less than this year.

Moreover, a substantial part of the Cook Inlet Pink pack came from Kodiak.

The strength which has been manifest in the Kodiak Pink packs of late is being ascribed by some observers to the mid-season closures which have let substantial quantities of the peak-of-run Pinks through to the spawning grounds.

Southeast Alaska had an extremely wet August and the fish which got above the deadlines should have no trouble whatever in getting up the creeks to the gravels. While there is some variation between streams and areas, the Southeast Alaska escapement on the whole is rated reasonably satisfactory, when the small over-all run is taken into consideration.

Japan Meets $40 Cut On Yellowfin, Skipjack

To meet the $40 per ton cut in tuna prices to American fishermen, the Japan Frozen Food Exporters Association in mid-August requested a government revision in the export "check" prices of tuna, as follows: Yellowfin, under 80 lbs., from $235 to $195; 80 to 100 lbs., from $215 to $175; Skipjack, from $195 to $155. Meanwhile, the price for Albacore remained at $270.

Significant Switch—

• Approach of the Fish and Wildlife Service to the problem of its scientific studies of the Alaska fishery resources took a new turn in September when Dr. William F. Royce arrived in Juneau to head the Service's research program.

His appointment, and the administrative program under which he will operate, makes effective in Alaska the regionalization of research functions so strongly recommended by the Department of the Interior Survey Team which studied the Fish and Wildlife Service in 1954.

In line with the Team's recommendations, Alaska fisheries research will be on a specialized regional basis, and will not be under the supervision or direction of the Branch of Fisheries Research in Washington. Dr. Royce will be responsible directly to Donald L. McKernan, Alaska fisheries administrator, who reports to Arnie J. Suomela, FAWS assistant director for fisheries.

Dr. Royce is regarded as a thorough scientist, to whom administrative details are abhorrent.

His appointment is particularly interesting in that he undertakes his Alaska assignment with no previous experience whatever in salmon, the principal responsibility be is shouldering. As a matter of fact, until he reached Alaska in September he had never been in the Territory, nor even in the Pacific Northwest until he stopped briefly in Seattle en route north.

In short, he undertakes his new duties without specialized experience in salmon, and equally without preconceived ideas and prejudices.

Dr. Royce's early work was largely in the New England area; and for several years past he has been a senior member of the research staff of the Pacific Oceanic Fishery Investigation at Honolulu.

Columbia's August Run Best in Several Years

The Columbia River's August salmon season, which in recent times has provided the greater part of the canned output, closed on the 26th with a pack estimated as the largest in four years—perhaps almost double that of 1954, although definite figures have not yet been available.

This comes on top of the best spring run in many years, and a very fair midsummer season. The fall season, opening Sept. 10, was expected to provide a few more days of good Chinook production; while the later run of Silvers and Chums is of course problematical. The pack includes practically no Bluebacks, a fine run of which was allowed to escape for spawning.

Fishing commenced to pick up appreciably around Aug. 10, with a big gillnet fleet concentrated in the area between Tongue Point and the river's mouth; and by the 17th all the canneries were running full blast, the gillnet catch being supplemented by good deliveries from trollers along the coast.

Peak deliveries were reported in the last week of the season, with top catches on some nights running to 1600-1800 lbs. and the average around 500-600 lbs. The good results, however, were attributed to a steady, well-sustained run rather than any big spurt.

Crab Fishery Active In Yakutat Area

This season has brought new large-scale development of the crab fishery in Alaska's Yakutat area, according to W. L. Brown, FAWS agent there. Mr. Burns also reports a successful salmon season at Yakutat, though there were no canning operations within that area; and there was a good escapement to the Situk River.

Three companies engaged in the new crab development. The Roy Furfiord interests of Westport, Wash., operated a floating crab cannery and brine-freezing outfit; Pacific Sea Foods Co. has been operating two packers, taking live crab to its cannery at Blaine, Wash., and Bornstein Seafoods, Inc., Bellingham, has been shipping live crab to its plant by refrigerated aircraft.

Furfiord and Pacific Sea Foods also shipped considerable quantities of crab to the Coastal Glacier Seafoods cannery at Hoonah. Most of the employees for these operations were brought from "outside", but next year, Mr. Burns was told, mostly Alaska personnel will be employed.

North Pacific High Seas Salmon Catch by Japanese — 1955

Area	Mother Ships	Fishing Boats	Red Salmon	Chum Salmon	Pink Salmon	Silver Salmon	King Salmon	Total Salmon
Aleutian	12	338	12,163,949	18,573,457	16,507,827	3,183,813	74,023	50,503,069
Okhotsk	2	58	329,879	3,404,107	9,408,778	392,014	2,398	13,537,176
Total	**14**	**396**	**12,493,828**	21,977,564	25,916,605	3,575,827	76,421	64,040,245

Greater Fishing Pressure Stirs American Advisors

● Serious concern over the extreme increase on Japanese high seas salmon fishing in the absence of knowledge of its effect upon the salmon resource, economically and biologically; and of the degree to which it draws upon an intermingled stock of Asian and American salmons, was expressed to the American Section of the International North Pacific Fisheries Commission by its advisory board at a meeting in Juneau early in September.

This concern was the commanding topic at the meeting. It was formally expressed to the United States government in a recommendation which asked that the possible adverse effect of these operations upon international conservation be brought to the attention of the government of Japan; together with a request that such fishing be curtailed until the North Pacific commission shall have completed its research and reached a determination as to the effect upon the biologic and economic value of the resource, and as to the extent that stocks are intermingled in the area exploited.

● Greater emphasis upon ocean tagging in an effort to indicate extent of intermingling of stocks and possibly an area of general division was recommended to the commission by its advisory board. Tentative budget for the 1955-56 fiscal year's activities provided $91,200 for tagging and $175,000 for oceanographic studies. After some discussion as to the relative immediate importance of these two general phases of the commission program, it was indicated that the funds for tagging studies would be substantially increased by transfer from the oceanographic item.

Other budget items for the current year are: exploratory fishing, $188,000; racial studies, based on body measurements, anatomical structures, blood type, etc., $225,000; King crab investigation, $50,000; total, $730,000. These funds have been appropriated by Congress and are now available to the commission.

Preliminary budget proposals for the following year, 1956-7, are:

Exploratory fishing	$200,000
Tagging	203,000
Racial studies	225,000
Oceanography	175,000
King crab	100,000
Total	$903,000

● The advisory committee offered a number of suggestions to the American section, looking toward adoption of policies designed to make the advisory group a more effective instrument in support of the section's endeavors.

These touched such matters as advance agenda; full information for the advisory group; and utilization of the scientific personnel of the Pacific states and Alaska in considering biological research undertakings.

Members of the advisory committee attending the Alaska meeting included: Harold E. Lokken, George Johanson, C. L. Anderson, W. C. Arnold, Larry Fitzpatrick, M. T. Hoy, D. P. Loker, T. F. Sandoz, R. J. Schoettler, Lowell Wakefield and Montgomery Phister.

The full membership of the American section was present: Milton Brooding, chairman; John Clawson, Edward W. Allen and John L. Farley.

In addition, scientific consultants and researchers engaged in the studies undertaken during the year reported on their progress and preliminary conclusions.

Science and Industry—In the sub-Arctic spawning areas of Bristol Bay, **Aubin R. Barthold,** president, and **Milton E. Brooding,** director, of the Alaska Packers Association, visit the Fisheries Research Institute scientific investigations directed by **Dr. W. F. Thompson,** center. Mr. Brooding is chairman of the American Section of the International North Pacific Fisheries Commission, and Dr. Thompson is a member of its Biology and Research Committee.

Japanese Crab Ships Finish Their Season

Tokei Maru, crab mothership operating since April on eastern Bering Sea banks, in mid-August completed her pack of 59,850 cases (48 halves) of King crab and 8,000 of zuwai crab. The King crab pack was finished at the end of July. The late-season operation on zuwai seems to have been worth while, though last year the pack of this species was said to have been unprofitable, owing partly to the large number of crabs required for a case as canned.

Meanwhile, the license quotas of two motherships in Okhotsk waters had been increased by 10,000 cases each. One of them, *Yoko Maru*, having canned 73,500 cases of King crab, returned to Hakodate Aug. 22.

OYSTER GROWERS and others at the Pacific Oyster Growers Association convention.

Top row — **J. S. Hayes** of Hayes Oyster Co. listens intently to **Malcolm Edwards,** managing director of the association; **Norman McGregor,** San Juan Fishing & Packing Co., **Jim Edington** of James A. Edington Co., and **B. L. "Tick" Taylor,** convention general chairman.

Middle set — **Frank Kistner,** Westpoint Oyster Co., listens to **Stanley Leedom** of Northwestern Glass Co., while **C. V. Shepherd,** oyster grower, examines a closures; **Dr. E. W. Harvey,** director Sea Products Laboratory, Astoria, Ore., and **A. L. Feather,** Continental Can Co. district research chief.

Lower strip — **Charles R. Pollock,** association secretary-treasurer, with **E. N. Steele,** "father" of the Pacific oyster industry; **Bob Gianelli** and **Ron Gibson** of Fibreboard Products, Inc., talk with **Lawrence Gosser,** oyster grower, at the Fibreboard display.

Reverent Prayer Distinguishes Pacific Oystermen's Convention

● Prayer is rare at industrial conventions, in the fish business at least, and the Pacific Oyster Growers Association set a new note for such conventions at its recent meeting in Shelton, Wash., when E. N. Steele, founder of the Pacific Oyster business, delivered an earnest, thoughtful and reverent invocation as the meeting opened.

That alone was enough to make the convention notable; but to E. N. Steele it will be memorable also because his son, R. N. Steele, was elected president of the association. B. L. "Tick" Taylor of the Olympia Oyster Co., who was general chairman of the 1955 convention committee, was elected vice president; and Charles L. Pollock was re-elected secretary-treasurer. Malcolm B. Edwards continues in office as managing director.

The oyster convention of 1955 was the first at which there were exhibits by suppliers and manufacturers. Among the several firms with displays of products were: Owen-Illinois Glass Co., Hilton's Sea Food Co., Seattle Marine & Fishing Supply Co., American Can Co., Willapoint Oysters, Inc., Tacoma Box Co., Fibreboard Products, Inc.

Annual cutting of oyster products, canned and frozen, developed rather sharp differences of opinion between the judges and some of the unofficial examiners who could pass opinions privately and without getting up and speaking them from the floor.

In general, the judges rated the canned products as thoroughly acceptable, although there was some criticism on grounds of lack of uniformity in size and color.

Oyster stews were represented by 25 samples, and came in for some critical comment, primarily on the drained weight of oysters. Average for the 25 samples was 1.26 oz. of oyster meat, drained weight, to the 10-oz. Eastern Oyster can. Drained weight ranged from a low of 0.8 oz. to a high of 1.8 oz.

R. N. Steele, elected president of the Pacific Coast Oyster Growers Association for 1955-6.

Frozen oysters examined were largely displeasing to the judging team, which minced no words in classifying the frozen samples as of extremely disappointing quality—the kind that can lead to market destruction for a product with immense potential if properly handled.

In a subsequent discussion of frozen oysters, the women present—most of whom were wives of oystermen and consequently more fundamentally informed than the average purchaser—rated "flavor changes" in frozen oysters as more objectionable than either "color changes" or "drip."

"Smiling Oyster" sticks, packed by the Olympia Oyster Co., were exhibited at the convention for the first time and attracted wide attention, some observers pointing out that a product marketed in this form overcomes most of the consumers' objections to frozen oysters; and if packed, shipped, stored and sold properly and promptly, may prove the next great stride in Pacific oyster merchandising.

New trustees elected by the association included: Bob B. Bower, Olympia; Earl R. Brenner, Olympia; Edward J. Gruble, Seattle; Lee J. Weigardt, Ocean Park; Theodore Wilson, South Bend; George M. Yanagimachi, South Bend.

Tuna Sales-Building Plan Is Laid Before Japanese

● Blunt proposal that the Japanese tuna industry join in a market-building movement with an expenditure comparable with that of American operators was laid before an international industry meeting in Los Angeles Sept. 7 by Dr. W. M. Chapman, research director of the American Tunaboat Association.

He proposed that the Japanese tuna industry spend for advertising in this country $1 for each case of tuna imported; and $40 for each ton of frozen tuna sold by Japan for canning in this country.

The proposal was made at a meeting arranged by the U. S. Department of Commerce between members of a Japanese tuna "mission" and representatives of American tuna boat owners. The meeting was to be followed by another discussion in which American canners would exchange ideas with the Japanese.

Edward Bates of the Los Angeles office of the Bureau of Foreign and Domestic Commerce, who arranged the meetings, said they were limited strictly to a consideration of a market-development program, as suggested by the White House recently in comment upon the tuna import situation.

First efforts to arrange a meeting of the Japanese trade delegation of members of our own industry during August were confused and without consummation. First, three men of the tuna industry met in Washington in mid-August with interested senators and representatives and officials of the State Department to discuss the proposed U. S.-Japanese talk. California representatives included Charles R. Carry, California Fish Canners Association; Mason Case, Fishermen's Cooperative Association, and Dr. Wilbert M. Chapman, American Tunaboat Association.

The meeting proposed by interested

Exporters of Japanese tuna studying **"PF"** at a California dinner. M. Onishi, managing director of Taiyo Fishery Co., holds the magazine for Nichiro Miyake, vice president of the Japan Frozen Food Exporters Association.

government officials was first planned for San Diego, August 26, then canceled. Then a meeting was planned for August 27 in the office of the Japanese Consul General in Los Angeles to discuss the joint advertising program suggested by the State Department. This too was canceled.

The stand of the California Fish Canners Association on State Department's proposal of a joint advertising campaign is expressed in a recent wire by Charles Carry to Senator Kuchel, which said in part:

"We do not agree that the meeting suggested is either sound or that it will accomplish anything of lasting benefit to the United States or Japan. However, since the White House and Department of State have suggested the meeting as a means of resolving these problems, which they recognize as being serious enough for a direct approach to the Japanese government, we accept the suggestion. Careful preparation should be made for the meeting by the United States government in consultation with the United States industry so the meeting may have the greatest possibility of success. To this end the United States industry should immediately be invited to confer with the State Department on agenda items, etc., so its suggestion to the Japanese government may be in keeping with proper planning of the ultimate meeting. The preparation for the meeting which must be handled by the respective governments should be as carefully made as if it were a formal treaty negotiation."

Joint council composed of representatives of the American and Japanese tuna industry, meeting once a year to consider mutual problems, was proposed to the California industry recently by M. Onishi, managing director of Taiyo Gyogyo K.K., one of the foremost factors in Japan's tuna business.

"Since the problems are so numerous, it is hardly to be expected that any quick solution can be found for them all. But continued long enough, and given a spirit of cooperation and understanding from both sides, we feel confident that step by step we will obtain a better understanding of our difficulties and a method of their solution of mutual benefit to our two industries and to the consuming public," he elaborated.

Canco and Steel Workers Sign 2-Year Agreement

A new labor agreement between the American Can Co. and United Steelworkers of America, covering a term of two years, became effective Oct. 1, having been signed six weeks before expiration of the former agreement.

It provides for a 10c an hour general wage increase; supplemental unemployment benefits; an improved pension plan; provision for additional progressive rate increases averaging 2½c an hour, and a number of changes in administrative procedure.

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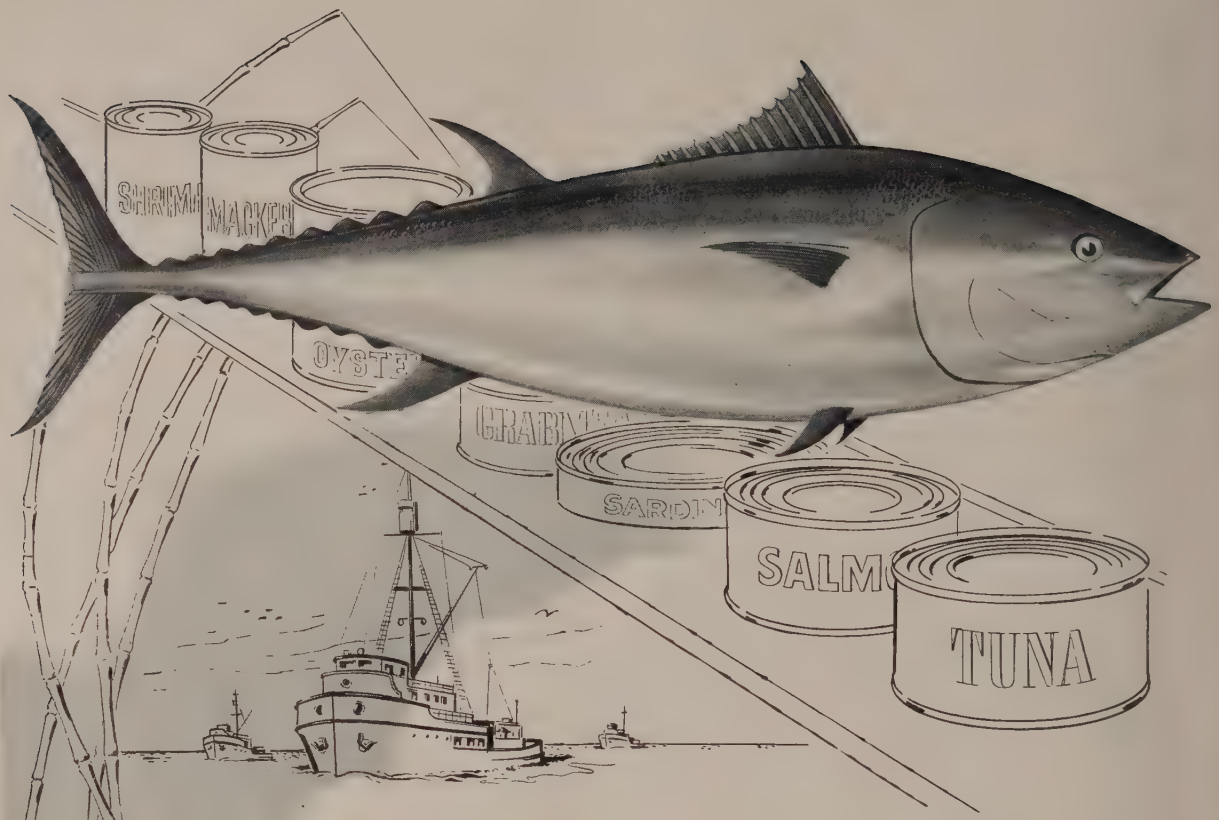

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PACIFIC Fisherman's NEWS

OCTOBER 1955

Robert Austin, owner of the Albacore boat **Liny** and president of the California Commercial Fishing Boat Owners Association, Inc., at his desk during the recent tie-up of the Albacore fleet following the reduction of the price from $350 to $310 a ton.

Albacore Fleet Suffers From Fish Plant Strike

Shortly after Southern California canners announced restoration of 20% of the price cut on Albacore at the beginning of the season, making Albacore $330 a ton, the strike of Terminal Island area cannery workers again threw the bait and jig boats into economic difficulties.

The $20 raise in price became effective August 27 and the strike began September 6.

Holding of fish in the holds of the small Albacore boat presents a much different problem than for the refrigerated purse seiner and large bait boat. Pete Repovich, manager of the California Commercial Fishing Boat Owners Association, Terminal Island, says that efforts are being made to arrange for refrigerated holding space on Terminal Island for unloading boats in port or now at sea during the duration of the strike. There is no doubt that for the small Albacore fisherman, this situation is definitely a hardship case. Repovich stated that Westgate-California in San Diego was canning Albacore, not being affected by the San Pedro strike. Star-Kist's plant in San Diego might also re-open, as also not affected by the AFL cannery workers. At the time this issue went to press, Van Camp's cannery in San Diego was idled by action of plant engineers.

Not only an idle fleet but the import figures of frozen Albacore from Japan into California for the first seven months of 1955 were of great concern to the fishermen. Imports were 16,712 tons as compared to 12,240 tons for a similar period in 1954. Compare this 16,712 tons with an estimated 9,000 ton production, delivered to Southern California canneries for the domestic Albacore fleet for July and August.

After the drop in price from $350 at the beginning of the season to $310, finally accepted by the fleet after a period of no-fishing, Albacore was sold to wholesale fresh fish markets and the California Commercial Fishing Boat Owners also maintained two retail stores in Los Angeles and one in San Pedro from which Albacore was sold at 25c per pound.

U.S. Pays $12,000 Fine For "Sun Streak"

Sun Pacific Inc., whose president is Jack Crivello, has received $12,000 from the U.S. Treasury Department as reimbursement for fines paid to the government of Ecuador after the seizure of the tuna clipper *Sun Sreak* over a year ago on the high seas off Ecuador.

The reimbursement was possible under the Public Law No. 680, providing for re-imbursement of fines paid by vessels interfered with on the high seas.

Wreck Takes Second Clipper in a Month

Second tuna boat in a month was lost in early August when the *Marilyn Rose went* aground on Asuncion Island, off Baja California. The clipper, built in 1949 by the Long Beach Marine Repair Company, was under the command of John Paixao of La Mesa, Calif.

Captain and crew were taken aboard by the tuna clipper *Jenita.*

Fine Trolling Season Off Northern California

Except for a brief period of price controversy in late July, salmon trolling off the northern California coast continued at a brisk pace through the summer. With a continuous series of heavy runs starting in early summer, indications were that the total catch for the year will be the highest in several seasons.

Salmon fishermen at Eureka and Crescent City tied up their boats for about two weeks while dealers and fishermen at San Francisco ironed out the details of a price dispute. Operations were resumed when the fishermen agreed to accept a 2c cut in the price of small salmon, from 29 to 27c per lb. Prices remained unchanged on large salmon, at 40c; mediums, 32c, and Silversides, 25c.

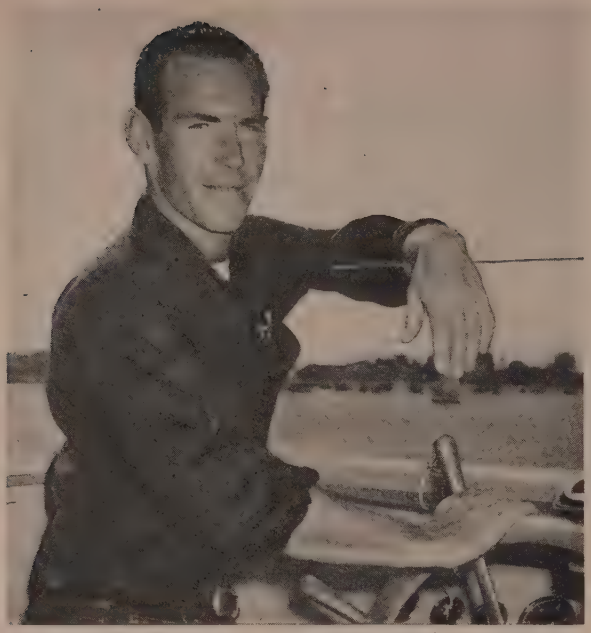
Alaska Boat Basins Will Be Improved

U.S. Engineers announce that, under an $877,000 appropriation, a small-boat harbor will be built at Metlakatla during the next year, and the boat basins at Wrangell and Petersburg will be enlarged.

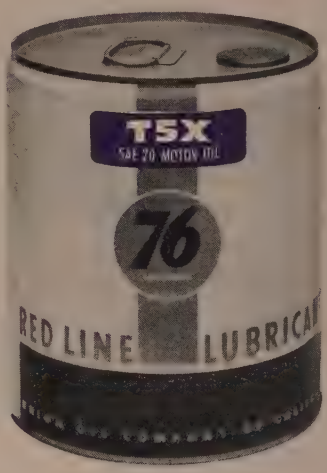
"Trade Wind" Fined On Poaching Charge

Captain Hans Mikelsen, skipper of the Seattle seiner *Trade Wind,* was fined $350 and lost an additional $1,000 in confiscated fish in a British Columbia court recently following seizure of the vessel near Carmanah Point at a point said to be within the three-mile limit.

Radar was used by the Canadian fisheries protection vessel *Howay* to pinpoint the position of the *Trade Wind* while it was fishing in a heavy fog.



"Spike" Taft, skipper of the 65' Frontier of Balboa, California



"T5X...an oil we can rely on"

"It's hard to beat Union Oil products for marine use...and, in my opinion, T5X is the best oil made for the 325-hp. Hall-Scott Invaders which power the Frontier.

"During the sportfishing season here from April to October this boat operates an average of 12 hours running a day, seven days a week. Because we have to have an oil we can rely on to stand up under these conditions, I insist on T5X. We've never had a bit of bearing or ring trouble in either engine since they've been on T5X. And although we run 100-150 hours or more between changes, this oil always appears as good and free from moisture absorption as the day we put it in."

Captain Taft's report on the performance of T5X in the Frontier is not unusual. Skippers up and down the coast who've tried this *amazing* purple oil agree that it's *the finest* for gasoline-powered marine engines. Get T5X at your nearby 76 dock when you're ready for a change.

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Pacific Fisherman's NEWS

October 1955 Volume 53 Number 11

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MELINDA, new 31' plywood gillnetter built for Joe Barcott of Everett, Wash. by the Northwest Boat Yard, Everett. She is powered with a 110-hp. Nordberg Marlin gasoline engine, direct drive, supplied by the Pacific Fishing & Trading Co., Seattle. Other equipment includes a Monel tailshaft and Goodrich cutless rubber bearings.

A.T.A. Members Sue Over Unloading Delays

The American Tunaboat Association has filed two Superior court lawsuits which charge two canneries with causing losses to tuna clipper owners through alleged delays in unloading catches.

The first lawsuit was brought against Star-Kist Foods, Inc., and asked a total of $38,489 damages on behalf of the owners of five boats.

The second suit alleges that Van Camp Sea Food Co. did not keep contractual obligations to start unloading fish within 10 working days after the vessels docked in San Diego. Damages are sought for the Benita, an alleged 33-day delay; Shamrock, 35 days; Invader, 32 days; Coimbra, 34 days. Total damages, $46,814.60.

The complaint further alleges that the cannery refused to unload 15 boats which still are waiting.

J. G. Driscoll, Jr., is attorney for the association.

The American Tunaboat Association in a letter to its membership states that the grave crisis in the domestic tuna fishery apparently has had repercussions in Japan, as evidenced by preliminary data on imports for the month of June.

Frozen tuna imports for June reached 9,962,000 pounds, the lowest for the month of June since 1952, and below the total for each month of 1955 since January. The chief decline in June was in imports from Japan, with a total of 7,525,000 pounds, compared with 13,022,000 pounds in June of 1954, states the American Tunaboat Association.

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GM DIESEL
CASE HISTORY No. 155-1AFSS

BOAT AND OWNER: 65-foot shrimp trawler "DONNA JEAN" owned and operated by Captain Arthur Miller of Rockport, Texas.

INSTALLATION: General Motors "6-110" Marine Diesel swings 50" x 44" screw through 4½:1 reduction gear.

PERFORMANCE: "DONNA JEAN" measures 65' x 18'6" x 8', has speed of 10 knots. Built by Jackson Marine Services, Rockport, Texas, builders of "20-year trawlers." Captain Miller also operates GM Diesel-powered "TEXAS 14" trawler.

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The General Motors Diesel-powered "TEXAS 14" had seen a lot of service when Captain Miller bought it in 1951. Yet for 3 years, the General Motors Model "6-71" 2-cycle Diesel gave him such economical, trouble-free service that Captain Miller *specified* GM "6-110" Diesel power for his new boat.

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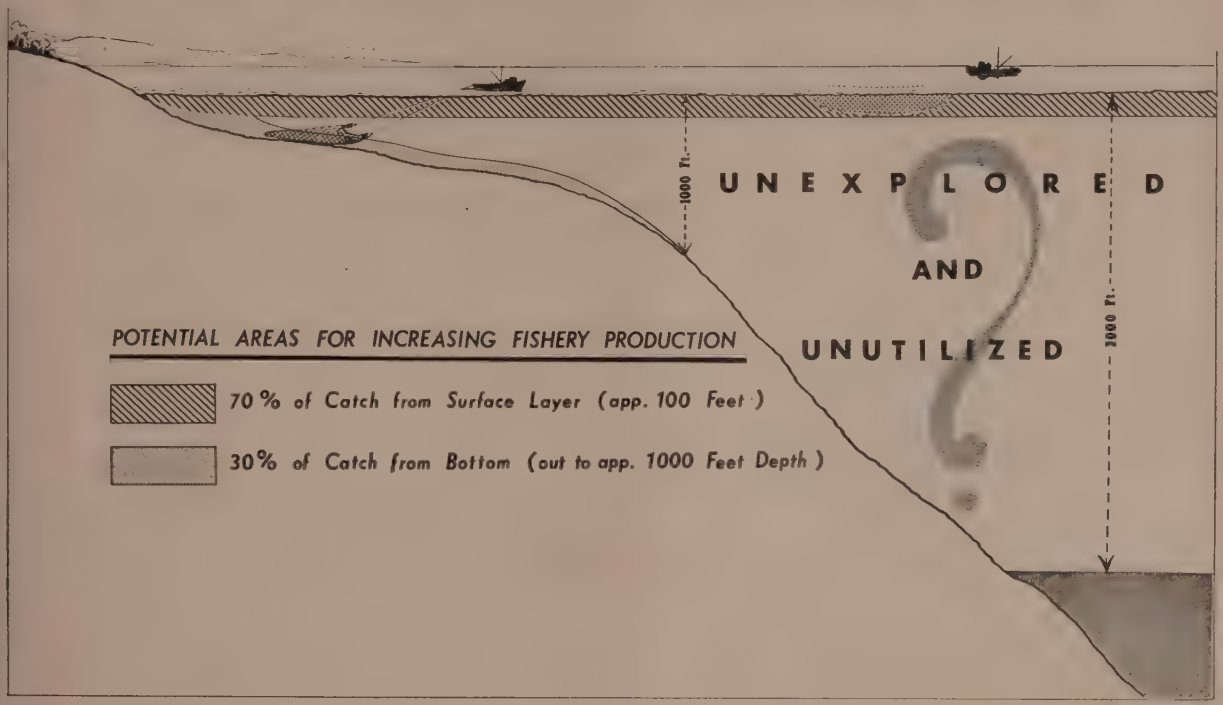
Fishing New Horizons UNDER the Sea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The OPEN Ocean

Challenges the Scientist And Dares the Fisherman

By
Dayton L. Alverson
and
Donald E. Powell

● To the fishery scientist or oceanographer the shallow water (0-100 fathoms) over the submarine terraces adjacent to continents is termed the "Neritic Province," while the ocean water lying beyond is referred to as the "Ocean Province." These terms, supplied by scientists who study animals in relation to their surroundings, describe what is generally considered as two contrasting types of environments:

(1) the organically rich inshore areas where fish of the greatest economic importance are captured; and

(2) the blue offshore waters where basic plant nurtients are generally at low concentrations in the upper photosynthetic layer where life multiplies in light. Per given area of sea, the inshore waters, which derive basic nutrients through upwelling and river runoff, are considered much more productive than those of the Oceanic Province.

These biological classifications unintentionally foster an impression of a sharp offshore boundary beyond which a new and different type of marine life takes over. Actually, the transition from the inshore to pure oceanic conditions may cover an expanse of several hundred miles and in certain regions will never fully exist. The concept of low offshore productivity and its inability to support large fish populations has been too generalized, and is probably in part responsible for slowing up of active prospecting by fishermen and of adequate explorations by scientific agencies into the fish life of the offshore region.

Fish has been known in the diet of man for an estimated 100,000 years, but even with today's modern fleets, equipped with the latest fishing aids, less than 5% of the sea is being actively exploited. About 70% of the U. S. fish catch comes from the surface waters (see figure), while the remaining 30% is mostly taken from the shallow continental terraces. Does the lack of harvest from the offshore surface and subsurface waters reflect:

(a) a vacuum of information regarding the varieties, distribution, and

Mr. Alverson is a marine biologist of the Washington State Department of Fisheries, and Mr. Powell is chief of the Exploratory Fishing and Gear Development Section of the U.S. Fish and Wildlife Service, Seattle, Wash.

density of the larger fishes in this area:

(b) a lack of gear suitable for adequate sampling in oceanic waters; or

(c) does the environmental variation and the resultant productivity (fish density) limit the fish harvest to a few species of pelagic schoolers such as tuna?

Accessibility, abundance, and catchability are three factors which have largely governed patterns of fish harvest throughout the world. Certainly the inshore waters, which are most accessible, have been prolific in yielding a diversity of commercial fishes; and in general fishing techniques and gear have evolved from exploitation of these regions. Information available to fisheries investigators on the distribution and abundance of commercial varieties of fish is largely a pattern reflecting the effectiveness of gear and the geographic dispersion of fishing effort. As a result, we have accumulated considerable data on the inshore waters and can be fairly objective in describing this region. In contrast, our image of offshore fauna, hampered by a lack of effective exploration and sampling gear, has been formulated from relatively few observations and a good deal of supposition.

● *NEW KNOWLEDGE*—Since World War II successive additions to our knowledge of the oceanic world have mellowed the concept of the inability of the open sea and its depths to support large fish populations. During the last war physicists with the U. S. Navy began studying factors responsible for "false bottoms" or traces occurring on recording sonar instruments. Early investigators, who termed the traces as the "deep scattering layer" (D.S.L.) theorized that the echoes were the result of rapid temperature or density changes in the vertical stratification. A biologist, Martin Johnson, subsequently demonstrated that the layer passed through a rhythmic vertical migration, moving upward during dark hours and down during the day. Ensuing studies showed that small animal plankton and fishes living at depths from 60-500 fathoms were important components of "false bottoms" appearing on the echo sounders. This mid-water pasture, which has an ocean-wide occurrence varying in depth with latitude, undoubtedly serves as an oasis of food for ocean-roving fish. Most of the organisms identified from the D.S.L. have been small fishes or planktonic animals; however, the sampling gear used in most instances would preclude the capture of larger active fishes. The famous Dr. William

Underwater TV camera is lowered by R. F. Sand in connection with FAWS' Florida studies of how fishing gear operates.

Beebe surmised from visual observations in the bathysphere that "a much more abundant and larger size fauna exists (in the subsurface waters observed) than is any way adumbrated (vaguely disclosed) by six years of trawling."

Dr. William M. Chapman reported in the *Scientific Monthly* (1947): "One of the pieces of evidence hardest to reconcile with a belief in the barrenness of the great ocean depths" is furnished by the fur seals of the Pribilof Islands. These animals, feeding on the high seas and exceeding 3.3 million individuals, would require 3.5 billion pounds of food a year, which is in excess of the entire fish production along the Pacific Coast of North and South America. Studies of Japanese and Canadian workers into the diets of Pacific whales have shown that adult rockfish and ragfish are common food items in the stomachs of some species feeding in the blue oceanic waters. Many of the whales were captured well offshore where depths were from 800 to 1000 fathoms. Rockfish are common in inshore trawl catches while ragfish are collectors' items. Are both species inhabitants of the oceanic mid-water fauna? It is difficult to conceive species of our Pacific rockfish as being pelagic dwellers, but a Danish scientist found adult ocean perch throughout the North Atlantic in subsurface waters. Perhaps certain members of our rockfish exhibit a similar offshore mid-water distribution.

● *NEW THEORIES*—Circumstantial evidence of the sea's wealth may be drawn from a number of recent oceanic studies. Research into spawn deposition and survival of Pacific sardines revealed a rich variety of juvenile fish life existing at considerable distance from shore. Hake larva were especially abundant.

Exploratory work by the Fish and Wildlife Service in the past year has discovered an untouched subsurface population of Yellowfin tuna in the Gulf of Mexico.

Work by the Pacific Oceanic Fisheries Investigations has located commercial quantities of tuna along the mid-Pacific equatorial currents.

In 1950 and 1951 analysis of stomachs from Albacore caught off Oregon and Washington several hundred miles at sea revealed that small rockfish (mostly Pacific Ocean perch) were a main food item and many Albacore stomachs were examined which were gorged with 50 to 100 young fish. In rough seas young rockfish were occasionally tossed on the deck of the research vessel 500 miles from shore.

Some populations of bottom fish recently discovered in deep water along the slopes leading to the ocean basin do not show any decrease in availability beyond and below the 100-fathom contour. In 1950, prior to deep water prospecting by Northwest trawlers, practically the entire Washington trawl landing was derived from depths between 10 and 100 fathoms. In 1954 close to 30% of the catch was made at depths between 100 and 200 fathoms. The deep-water catch was made in an estimated 1/10 the area of which the shallow fishery (10-100 fathoms) operated. The waters below 200 fathoms are currently being prospected.

● *JAPANESE SUCCESS*—The most spectacular recent evidence of oceanic distribution of an anadromous fish has its manifestation in the Japanese pelagic salmon fishery. Hundreds of miles beyond the continental shelf, millions of salmon are taken each year with gill nets. This comment by the Fisheries Agency of Japan in the first Bulletin of the International North Pacific Fisheries Commission points out the oceanic existence of salmon: "The pelagic distribution of salmon prior to their landward migration is neither in direct relation with coastal topography nor dependent on the depth of the sea." This summer the Fish and Wildlife Service exploratory vessel *John N. Cobb* has also made good offshore catches of salmon across the Gulf of Alaska.

The cumulative data of the past 10 years relative to oceanic production and harvest indicates the need

(*Continued on Page* 29)

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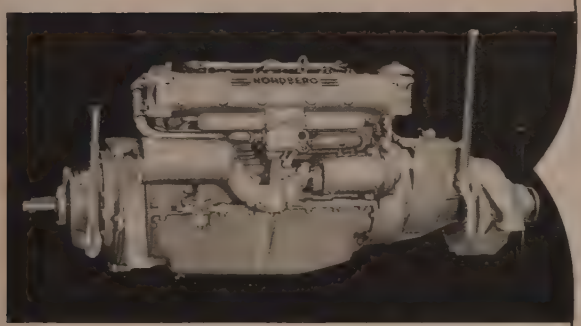

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Standard Engineer's Report

CASE HISTORY

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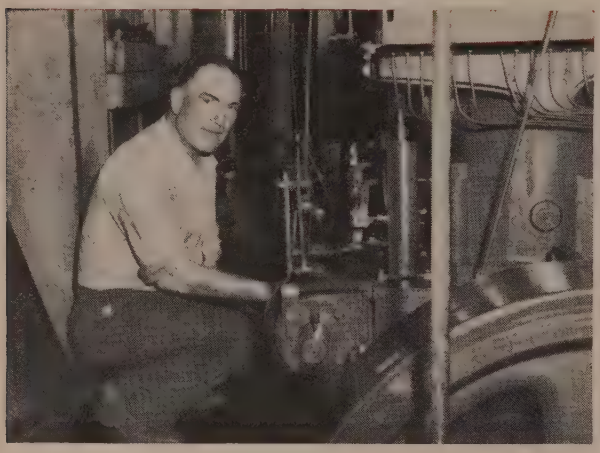
FIRM *Joe Balestrieri, San Francisco, Calif.*

Injectors work perfectly with once-a-year servicing!



"WE'VE NEVER HAD TROUBLE with injectors or fuel system parts in the many years we've used Standard Diesel Fuel," says Joe Mezzina, Engineer of the M.V. Dorothy Ann. "This 110 h.p. Atlas works hard, too, bucking heavy seas and tides a week at a time without stopping. But because Standard Diesel Fuel is always delivered clean and burns clean, the injectors stay in perfect working condition. I haven't replaced a single injector in the five years the Atlas has been in our boat."

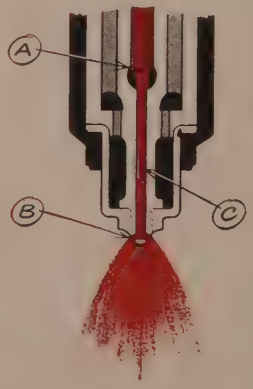
STILL WARM FROM 6 DAYS OF STEADY RUNNING when photographed, this injector shows very little deposit —none on tip. Special precautions aboard the M.V. Dorothy Ann keep Standard Diesel Fuel as clean as delivered. This does away with the main cause of excessive wear on fuel system parts.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative, or write to 225 Bush St., San Francisco.

STANDARD DIESEL FUEL

TRADEMARK REG. U.S. PAT. OFF.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



A. Complete distillation and cleanliness prevent wear of fuel system parts.

B. Proper ignition quality provides even burning and sustained power with minimum combustion shock, quick starting and smooth idling.

C. Correct viscosity provides lubrication of fuel system parts —assures less wear, minimum leakage and clean injection cut-off.

STANDARD OIL COMPANY OF CALIFORNIA

(*Continued from page* 26)
for re-evaluating offshore fishery potentials. Many areas along the interfaces and between diverging currents are known for high basic nutrient concentration. It is in the regions where the patterns are scarcely defined and factual evidence is lacking that we are over-inclined toward generalizing. When the over-all picture is better understood it is possible we will find a much greater oceanic distribution and abundance of commercial fishes than previously believed.

The practicability of offshore harvest of salmon has been demonstrated by the Japanese; and the presence of salmon in offshore waters of the Eastern North Pacific is shown from the *Cobb's* work. But these species are already heavily harvested, and the offshore existence only paves the way for new methods and geographical areas for capture. What of the midwater ocean fauna? Are rockfish, various cods, and other fish captured by inshore fisheries also present in the subsurface waters of the "Oceanic Province"? Are there any different species of commercial size in the midwaters which are untapped? We feel evidence justifies some optimism; however, illusions of any bonanza are premature. Only adequate offshore exploration with suitable gear can answer these questions.

This article on "The Open Ocean" by Mr. Alverson and Mr. Powell will be concluded in the November number of Pacific Fisherman's News.

Alaska Fishermen's Union Returns to C.I.O.

The Alaska Fishermen's Union, one of the oldest fishermen's organizations on the Pacific Coast, with some 3,700 members, has voted, 1,432 to 92, to renew its former affiliation with the C.I.O., and the formalities of re-affiliation were due to be completed as this issue closed. This time its connection with the national organization is direct. A ballot of the membership in the various Alaska areas was taken during the past season, and the votes were counted Aug. 29, with the result above stated.

Former affiliation was through the former International Fishermen and Allied Workers, which was ousted from the C.I.O. in 1950 on grounds of communist domination, and since then the Alaska Fishermen's Union has been independent. Union officials welcomed a recent invitation to resume affiliation with the national body, and express gratification at the outcome.

Improvements Progress On Eureka Boat Basin

Mid-summer found work progressing on schedule in the repair project under way at the Eureka Small Boat Basin.

Dredging of the basin was carried on by the Humboldt Contractors, using a small suction dredge to deepen the bottom of the basin to a minimum of six feet at low tide.

Tailings of the dredging operations were being deposited on the west side of the harbor along the new seawall, where huge chunks of concrete from some abandoned city water tanks also were being used to broaden the base of the protective barrier.

In the replacement of damaged and wornout pontoons, on which the mooring points and walkways rest, concrete pontoons cast by the Hilfiker Concrete Pipe Company in Eureka are being used. Originally steel pontoons were used throughout, but concrete has been found to be superior to steel for the purpose.

STOP EXPENSIVE HAULOUTS!

Conventional bottom paints can't give you the longer-lasting fouling resistance of "TRADEWINDS" Anti-Fouling. Bottoms protected with this highly-toxic Woolsey formula *remain clean*...and this remarkably efficient repellent also insures excellent slip and smoothness. Repaint with "TRADEWINDS" and forget that mid-season haulout.

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Oregon Marine Supply Company, 235 S.W. First Ave. Portland 4, Oregon
Pacific Marine Supply Company, 1217-1223 Western Ave. Seattle, Wash.
San Diego Marine Hardware, 1520 India Street San Diego, California
Weeks-Howe-Emerson Company, 645 Howard St. San Francisco 5, Calif.

New! **BLUDWORTH *Communicator* RADIOTELEPHONE BRT-1025**

Low in price, high in power, with day range of 35—50 miles, night range of 125—150 miles . . . built-in 6 or 12-volt power supply, 4-channel, 18-watt (latest FCC rating) transmitter with tunable broadcast receiver.

Price: $265.00 for 6-volt or 12-volt models, plus crystals and tax, F.O.B., N. Y.

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A Subsidiary of General Precision Equipment Corp.

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Representatives in principal seaports

Bludworth Marine, 2419 Market St., Seattle; J. J. Gilmore, 2830 S. W. Taylor's Ferry Rd., Portland; Robert Dollar Co., 50 Drumm, San Francisco; Marine Radio Service, Berth 73, San Pedro; Frederick Goertz, Ltd., 1170 Robson St., Vancouver.

✓ NOW... Check Universal Prices!

By all means, check the price and check the quality. In both cases, Universal Marine Motors are in your favor!

Buy your new marine motor now. The time and prices were never better. See for yourself . . . see your Universal dealer.

Remember, Universal is the complete line. 1 to 6 cylinders, 8 to 145 horsepower. Also marine battery chargers and generating sets. Write for literature, low prices.

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Vancouver: Lipsett Engine & Mfg. Co. Ltd.
Coos Bay, Oregon: Elfving's Marine & Builders Supply
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95 to 250 HP

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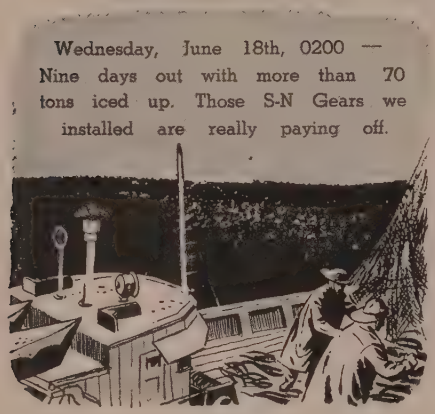
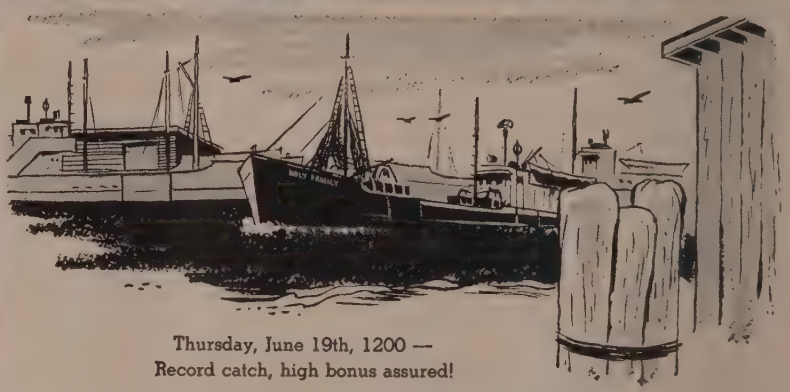
A DIVISION OF NORTHERN COMMERCIAL COMPANY
SEATTLE — 2500 Westlake Ave. N. — Atlas 6240 JUNEAU KETCHIKAN

Log of the **HOLY FAMILY** . . . A True Story





Thanks to **SNOW-NABSTEDT GEARS**

. . . the dragger *Holy Family* has completed another highly profitable trip. These world-famous gears always insure reliable power transmission under all conditions with a minimum of wear.

That's because fishing men the world over know from experience that you can't beat S-N Marine Gears for rugged construction, smooth power transmission and economical operation . . . thanks to S-N's exclusive herringbone gearing, wet type cone clutch and balanced reverse gear train.

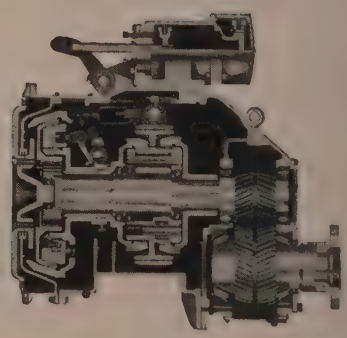
SNOW-NABSTEDT

Transmission Engineers

FOR NEARLY HALF A CENTURY

"MAKERS OF JOE'S GEARS"

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.



S-N Marine Gears are designed specifically for Marine Engines 4 to 1000 H.P. with a wide range of reduction gear ratios.

S-N MANUAL
HYDRAULIC
AIR OPERATED GEARS

SAN PEDRO SEINE SETS

• *TONY BOZANICH*, former fleet manager for Pan Pacific Fisheries, is now at the helm of his *Little Flower*, net boat out of San Pedro. . . Matt Karmelich of the *Stanford* completed a quick trip for tuna in late July. . . Sam Braco is reported to be in Turkey on a fishery project. . . Yank Kaseroff who had the *Yankee Clipper*, lost in Central America, is reported to be fishing again out of San Pedro. . . *Little West Coast*, out of Newport Beach, has installed a Crofton 7-hp. auxiliary unit. . . Paul Hiller's firm recently installed a Model 125 Bendix automatic pilot and Kidde CO2 fire system on the *Liberty Bell*, the boat which is reported to have been outfitted for shrimp trawling in Central or South America. . .

JOHN RADOS' home was recently looted by burglars; about a $1,000 worth of jewelry was stolen. . . Ann Calafato, stenographer at the Fishermen's Cooperative Assn., has announced her engagement to Donald Karl Duffy. . . Darlene Marine Relstab and Marty S. Mezin have become engaged. Mezin's father operates the *Western Pride*. . . Marion A. Joncich, Jr., whose father owns the *Pioneer*, has graduated in physics from Caltech, and "with honor". . . *Petrina F* has been re-named the *St. George II*, home port Los Angeles. . .

ANTHONY M has installed a Model 1500 Raytheon radar, replacing a smaller Raytheon unit. George Botich made the installation, and the sale was through the district office of Raytheon Mfg. Co. . . *Shani*, 42-footer, has been sold to Allen Christopherson of Oceanside through Frank Simon and Associates, Wilmington. . . Frank Simon also sold the *Volga Boatman* to Pete Bullen, who in turn sold the boat to Ensenada fishing interests. . . Francesco Pugliese died at his San Pedro home at the age of 72. He had been living in San Pedro for 50 years and was retired from commercial fishing. Ischia, Italy was his birthplace.

Death of Thor Henriksen

Thor Henriksen of Ketchikan, well known for his services to the halibut fleet and other fishery operators, died August 25 at the age of 65.

For some 20 years, until a few years ago, Mr. Henriksen served as resident manager for the Fishing Vessel Owners Association at Ketchikan, which has been his home since 1914. He was also active as a customs broker and accountant. He was a native of Norway, coming to this country in 1910.

Japanese Canned Tuna Cheap in Australia

Australian fish canners, like many in the United States, are agitating for protection against the competition of Japanese canned tuna. Beginning April 1, Japanese fancy light-meat tuna in cottonseed oil, 7-oz. cans, is reported offered wholesale in Sydney at 22s. 3d. (U.S. $2.49), against Australian tuna at 26s. 9d. (U.S. $3.00).

Australian canners declare they can not hope to compete with such prices, and that, if sufficient Japanese tuna were imported, it would kill the young Australian tuna industry and might also affect other canned fish items.

HI-TEX ENAMEL
...high quality on the high seas

Fishermen like Hi-Tex Enamel because it gives the real economy of top quality. The high gloss finish resists chipping, cracking and the abrasions and knocks of hard wear. It applies easily and dries quickly. When you try it, notice how well it wears; brighter after two years than many enamels are after one.

Find out about Hi-Tex for yourself . . . ask for it at your dealer or boat yard.

LIFE PRESERVER AMP BRAND

AMERICAN MARINE PAINT CO.

Originally designed as a purse seiner, this 135 ft. all-steel craft was later converted to conventional tuna clipper. She's never had an engine breakdown.

Owner-skipper of the "Santa Helena" is Nick Zamberlin, well-known San Pedro fisherman. An Enterprise Model DMQ-8 Diesel powers his sleek clipper at 11 knots under normal load of 350 tons of tuna.

Great record for "Santa Helena"— 39,000 hours on her "Enterprise" without an overhaul!

Main propulsion engine is an 8-cylinder Enterprise, 16" bore by 20" stroke, rated 1200 HP at 350 RPM. Easy access to working parts aids in routine servicing.

Chief Engineer William "Whitey" Luttrell is a staunch booster of Enterprise Engines. With the "Santa Helena" at sea 75 to 80 days each trip, he just doesn't have any trouble with the Enterprise Engine. It's been a really satisfactory engine, according to Mr. Luttrell, especially when you consider the rough conditions under which a tuna clipper operates.

"Just how good *are* Enterprise Engines?" The answer to this question can best be found in the records of Enterprise powered boats, like the famed tuna clipper "Santa Helena."

The Chief Engineer, William "Whitey" Luttrell, reports that in eight years of fishing she has logged an equivalent of close to 19 times around the world without a single hour lost through engine failure!

The "Santa Helena," with about 39,000 engine hours, has never had a general engine overhaul. Her Enterprise Engine is still operating on original parts: pistons, rings, cylinder liners, main and connecting rod bearings, and other vital components.

The result of this outstanding engine record shows in low costs and high fish tonnages. "High boat" in 1954, the "Santa Helena" has always been one of the most successful clippers operated in the tuna fleet.

Dependable and profitable engine performance can be yours, too, when you buy Enterprise. Get all the facts today. Write us at Enterprise, or contact the Enterprise Marine Diesel engineer in your area.

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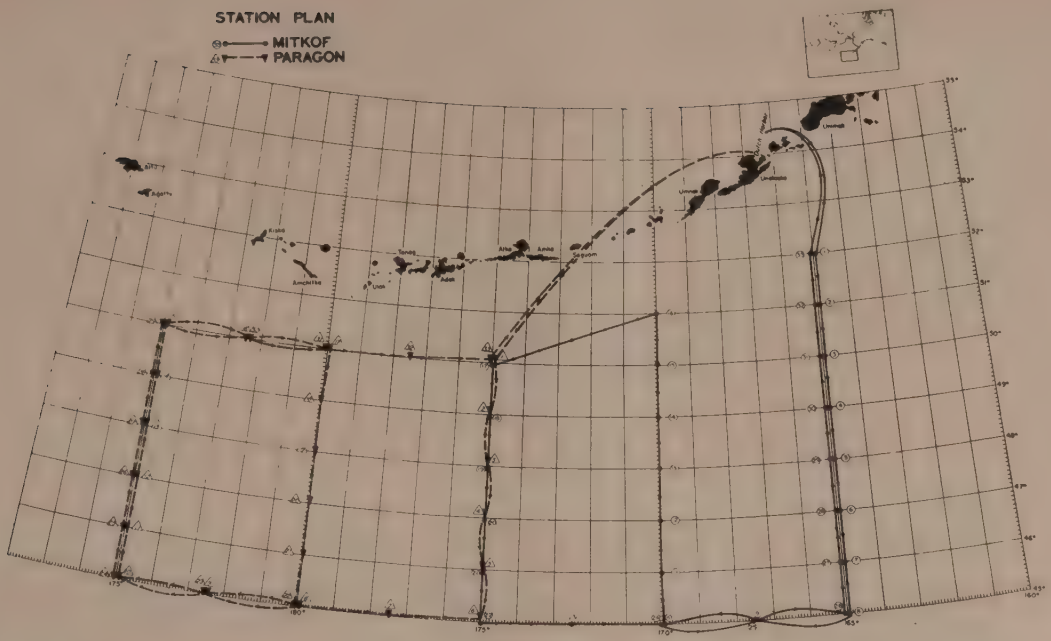


U. S. Researchers Get Salmon And Albacore in Nets Along The International Date Line

By Petrale

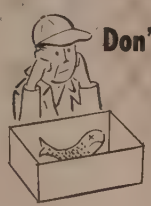
• Salmon—and Albacore also—were taken readily in American gillnets fished by the chartered research vessels *Mitkof* and *Paragon* south of the Aleutians from 175° west to 165° east longitude.

The westerly section of this study covers the easterly area fished by the Japanese.

These two halibut schooners were working under charter in connection with research undertaken by the Fish and Wildlife Service in connection with the studies of the American section of the International North Pacific Fisheries Commission. Their studies supplemented the earlier work of the *John N. Cobb*, reported in these pages last month. They seek information on the distribution and abundance of salmon in the high seas.

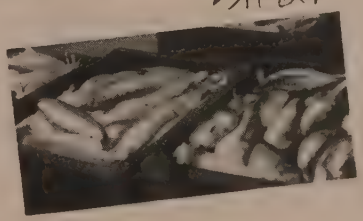
According to Harvey L. Moore, fisheries biologist with the Service, the vessels began fishing in the open waters below the Aleutians about the middle of August. The station pattern for these two vessels covers the area between 175° E. and 165° W. Longitude and from the Aleutians south to 45° N. Latitude. Using nylon gillnets from 2¼ through 5¼" stretched measure, the vessels have been making sets of twelve 50-fathom shackles of gear, or a total of 300 fathoms.

Fishing between 165° W. and 175° W. Longitude, the *Mitkof* has taken as high as 99 salmon at one set, the majority being Reds, with Chums making up the rest of the catch. The *Paragon*, fishing between 175° W. Longitude and 175° E. Longitude, has taken



Don't Get Caught With Your Catch Down . . .

Use STARR NETTING!



The better the netting, the bigger the catch. The bigger the catch, the better the profits. Once you've experienced the satisfaction that comes from fishing dependable STARR Netting, you'll agree with the thousands of successful commercial fishermen who specify only STARR. And, it's no accident STARR Netting is tops. For over half a century STARR has made it their business to bring you the ultimate in fish netting performance.

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Manufacturers of Cotton, Linen and Nylon Netting.

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MODEL MR-3

AS MODERN AS TOMORROW!

HERE IS THE NEW LOW PRICED HIGH PERFORMANCE RADAR WITH ALL THE FEATURES YOU WANT!

FOUR RANGES:
1 mile, 4 miles, 10 miles, 20 miles. The Bendix MR-3 gives presentation from a minimum of 25 yards to a maximum of 20 miles.

BIG 10-INCH ALUMINIZED TUBE
For high contrast pictures.

AUTOMATIC FREQUENCY CONTROL
No manual tuning required. This feature is found only in the most expensive radar sets.

TWO UNIT CONSTRUCTION—LOW COST INSTALLATION
Only Indicator and Antenna units... no costly waveguide. One Cable connection between antenna unit and indicator results in simple, low cost installation.

LOW POWER CONSUMPTION
The new Bendix Radar Model MR-3 power requirement is well within the capacities of the electrical systems of most small boats.

VERTICAL OR HORIZONTAL INDICATOR MOUNTING
Console rests on wheelhouse deck or its base may be removed to permit the indicator to be mounted overhead or on a horizontal surface.

Mail the coupon for complete information.

Marine Department
Pacific Division
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Please send full information on the Bendix Marine Radar, Model MR-3.

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catches as high as 127 salmon. Unlike the *Mitkof's* catch, this one was primarily Chum salmon.

Somewhat surprising were the catches of Albacore made by both vessels on the southern leg of their cruise. The *Mitkof* reported capturing 52 albacore, with the best catch being 21 in one set while the *Paragon* caught 156 fish and 87 of these were made in one set. The fish ranged from 20 to 33 inches in length. This compares with the range for those taken off Oregon and Washington in past years.

The *Mitkof* and *Paragon* will continue fishing until late September, weather permitting.

SAN DIEGO BITE-SIZE ITEMS

STAR CREST, built by San Diego Marine Construction Company, has new steel bait wells coated with PRC. . . . And Larry Canepa recently completed a successful trip with his tuna clipper, returning in eight weeks with about 230 tons. . . Bob Mason has left Crofton Company, and Al Hartsock is general manager now. . . Crofton has been appointed distributor in Southern California for Guest portable direction finder. . . *Rose Ann*, small bait boat, has been re-powered with a General Motors 6-10, with an Ingersoll-Rand air-starter. She was built for Joe Tarantino and his sons, Leo and Tony, in Newport Beach; a 68-footer, carrying about 70 tons of tuna. . . Scott Hazelton, former owner of the *Petrel*, now sold to Costa Rica, has purchased the *Trojan*, powered with a "Caterpillar" engine.

SHELL OIL MARINE has become Tuna Clipper Marine, under management of tunaboat owners such as Lou Brito, George Alameda, and 40 others.

Columbian
HYDROSONIC®
PROPELLERS
are known worldwide for exact pitch and balance, rugged power and speed, top fuel-economy. Diameters from 8" to 20". Ask for Catalog on Propellers & Marine Fittings
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Why buy inferior wood and net preservative when the best costs so little? Refuse imitations! Be sure you get the original, genuine CUPROLIGNUM and remember where there is CUPROLIGNUM there is no rot!
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AMPLE CAPACITY—LIGHT WEIGHT
100% GALVANIZED—COMPACT
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Let us figure with you for a fast 100% engineered economical job.
Complete engineering department and machine shop. 10 & 35 Ton cranes, railway spur trackage.
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Expert Mechanical and Electrical Service
Dockside Facilities on Lake Union
A DIVISION OF NORTHERN COMMERCIAL COMPANY
SEATTLE — 2500 Westlake Ave. N. — Alder 4340 JUNEAU KETCHIKAN

Tom Mitrovich is manager with P. E. Buckey. . . Phil Bertram, fleet manager, Van Camp Sea Food Co., San Diego, has become the father of a third child, a daughter, named Lauren, 7 lbs., 10½ oz. . . *Del Sur,* formerly of Panamanian registry, is asking for American listing, it is reported. Fernando Medina is the new owner. . . George Dew is moving his family to Peru, where he will serve as representative for National Marine Terminal Inc., of which he is president.

MANUEL COELHO, 67, former owner of the *Santa Margarita* and *Northwestern,* died recently in a San Diego hospital. He had lived in San Diego since 1925. Another pioneer fisherman of San Diego is also dead, John J. Garcia. He was 74. . . Mrs. Amelia Kettenburg, widow of the founder of the Kettenburg Boat Works, passed away at the age of 84. . . The former West Coast tuna cannery is no more. The buildings will be occupied by a trucking firm which purchased it from Van Camp Sea Food Co. . . The two new "Cats" working as auxiliaries on the *Favorite,* Tony Rosa, are Model D337's, direct connected to 85-kw. generators. . . Shepherd Marine recently installed a Bendix D13 depth indicator on Frank Walchel's fishing boat. . . *Miss America,* Kenneth Adams, skipper, is working now with an RCA ET-8050-HF phone, installed by Radiomarine in San Diego.

Moss Landing Miscellany

The season's first big catches of Albacore were delivered in Moss Landing at the end of August. Don Jacobsen on the *Norge,* Lee Schutt and Elton Jergens on the *Willanina* and Walter Sunblatt of the *Harold J.* brought in 32 tons about evenly divided between them. Ralph Marsh of Marsh Marine Products bought the fish at $310 a ton.

The catches were made in the current "hot spot," 175 miles southwest of Pt. Arguello. Many boats from San Diego were participating in the bonanza, though heavy weather forced the small boats back to port after a week or two of good fishing.

Reports from that area were that Nash Martin had "plugged" the *San Martin* with 26 tons and 80 fish on deck. He took his catch to San Diego, where the price was hiked from $310 to $330 a ton the last week in August.

* * * *

Another boat with a pay load aboard came into Moss Landing. Bill Yeoman's *Twenty Grand* was low in the stern with 14 tons of tuna, and he earned every one of them. The boat had taken a beating coming up from Pt. Arguello. One of the *Twenty Grand's* bow poles was broken completely off, the other was splintered at the top and the radio was out. "There were times," said Bill, "when I stood in the cabin and looked back, all I could see was water and no boat at all."

* * * *

An old-time fisherman relinquished the sea recently when Tom Chatterton sold his *Dora II* here. Tom is known from Seattle to San Diego by hundreds of fishermen who will miss his quiet competency. Purchasers of the *Dora II* are Mr. and Mrs. Albert Bolduc of Florence, Ore., who are putting in a ship's ways on their waterfront property there. The boat is being taken north for fishing on the Oregon coast.

* * * *

Another old-timer who has quit fishing is Edgar Tibbetts. Ed has been in and out of Moss Landing every season and will be missed. His 51-foot troller *Escapade* has been sold to Floyd Harris and Jack Herget of Alameda, who fished for salmon while waiting for Albacore to come closer in.

782 DIFFERENT TYPES AND SIZES REGULARLY STOCKED

PFLUEGER HOOKS

Catch More Fish

Sharp points and strong steel of Pflueger hooks set easily, hold fish securely, make more money for fishermen.

THE ENTERPRISE MANUFACTURING CO., AKRON 9, OHIO

PFLUEGER (Pronounced "Flew-ger") A GREAT NAME IN TACKLE

"As shiny and bright as a scrubbed kettle in our galley"

That's the way skipper John Petracci of the San Francisco Towing Co. describes the engine of the Oil Pilot after four years of service with General Petroleum's Gargoyle DTE oil. As a result of this experience, Petracci specified Gargoyle when he took charge of his firm's new Oil King towboat early this year.

"We've already put more than 1200 hours of heavy towing on the Oil King since then, and the crankcase of her Enterprise engine looks just as clean as when she was first put in service," Petracci adds.

Dealing with G.P.'s San Francisco marine agent Ed Cota, John Petracci has found it pays to do business with men who understand marine maintenance. Prove it for yourself . . . visit the friendly, capable G.P. marine man the next time you're in port for the tops in service and products.

SOCONY MOBIL

GENERAL PETROLEUM CORPORATION

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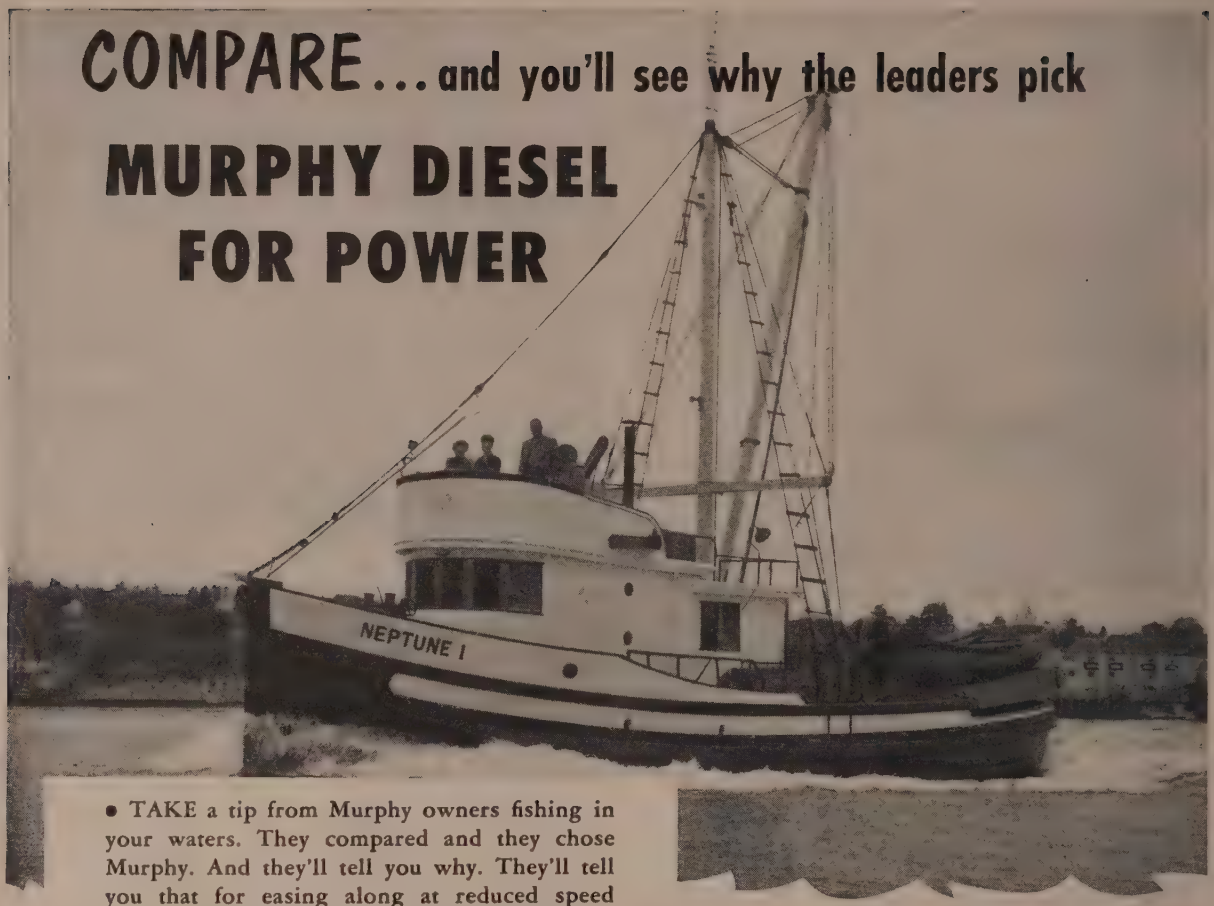
COMPARE... and you'll see why the leaders pick

MURPHY DIESEL FOR POWER

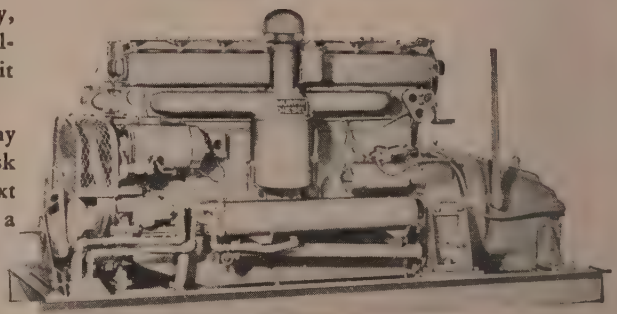


• TAKE a tip from Murphy owners fishing in your waters. They compared and they chose Murphy. And they'll tell you why. They'll tell you that for easing along at reduced speed without fouling or making time for the fishing grounds through rough seas they'll take a Murphy every time . . . that for extra smooth, responsive power along with rugged, trouble-free service, you just can't beat a Murphy.

And you can't beat Murphy for economy, either. Murphy Diesels will save you many dollars on fuel cost with the famous Murphy Unit Injector plus "true" diesel efficiency.

You'll be interested in details on how Murphy power can increase your season profits. Ask your dealer for "10 REASONS why your next engine should be a MURPHY", or write for a copy direct.

The "Neptune I" owned by Joe Boscowitz, Vancouver, B.C., was recently rebuilt and repowered with a 190 H.P. Murphy Diesel. Kruno Boscowitz is skipper. Watch the trend to Murphy.



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Dream Maid, new 57′ purse seiner built by Harold Hansen Boat Co., Seattle, and fished by Dick Hansen, is powered with a 210-hp. Murphy diesel.

Dick Hansen Is Fishing Tenth "Maid" Seine Boat

• Dick Hansen of Seattle, who is associated with his father and his brother Don in the Harold Hansen Boat Co., had a brand-new purse seiner on Puget Sound in early August, built by the Hansen company to "Alaska limit" measurement, being 57′ long over all with a beam of 17′. She is fishing for the Washington Fish & Oyster Co.

Skipper Dick Hansen at the wheel of the new seiner **Dream Maid.**

Dream Maid, as Dick named the new craft, is propelled by a Model 210 Murphy diesel, delivering 210 hp. at 1200 rpm, with a 3:1 Snow-Nabstedt reduction-reverse gear, a 3½″ Monel tailshaft and an Olympic "HI-EF" 50″ x 40″ propeller. The engine was purchased from the Alaska Pacific Supply Co., Murphy distributors for Washington and Alaska, who also provided the "State" batteries. Auxiliary power is supplied by a 6-hp., 1-cylinder Hallett diesel from N.C. Marine, Seattle, running a 2-kw Engberg generator.

Purse seine winch and anchor winch are from the Rowe Machine Works, Seattle, while the turntable has an electric roller drive supplied by the H. A. Thompson machine shop in Ballard, which has equipped some 50 seiners in this area with similar drives. A Puretic power block for handling the seine was put on a little later in the season.

Dream Maid carries two Bendix depth sounders—an indicator or flasher inside the pilot house, and a recorder topside. The radiotelephone is a 75-watt custom-built job by Sig Hanseth, Seattle. The compass is an Atlas, supplied by the Northwest Instrument Co., and the steering wheel is by Kolstrand. Three CO_2 outfits—two 15-lb. and one 10-lb.—are carried for fire protection.

The galley is equipped with an Olympic range made by the Washington Stove Works of Everett; also with a built-in Kelvinator refrigeration unit supplied by Electromatic Sales & Service, Seattle. Walls of the galley, as well as the pilot house and crew's quarters, are finished in Marlite, an enamel-coated wallboard. Fuller paints are used throughout except on the bottom, which is protected with Hart & Burns Navicote.

Fuel tank capacity is 1750 gallons, and 100 gallons of lube oil are carried: Shell oil products, supplied by the Ballard Oil Co., being used exclusively. There is also capacity for 750 gallons of fresh water.

Dream Maid is the tenth purse seiner that Harold Hansen Boat Co. has built for its own account and that have been fished by members of the firm—though all but two of them—Dick Hansen's *Dream Maid* and the *Viking Maid,* being fished on the Sound by Don Hansen—have been sold to other fishermen. The earlier boats of this series, in the order of their construction, are the Norse Maid, Dolphin, Victory Maid, Yankee Maid, Valiant Maid, Famous Maid, Dixie Maid and Gallant Maid.

Dream diesel, the 210-hp. Murphy powering Dick Hansen's **Dream Maid.**

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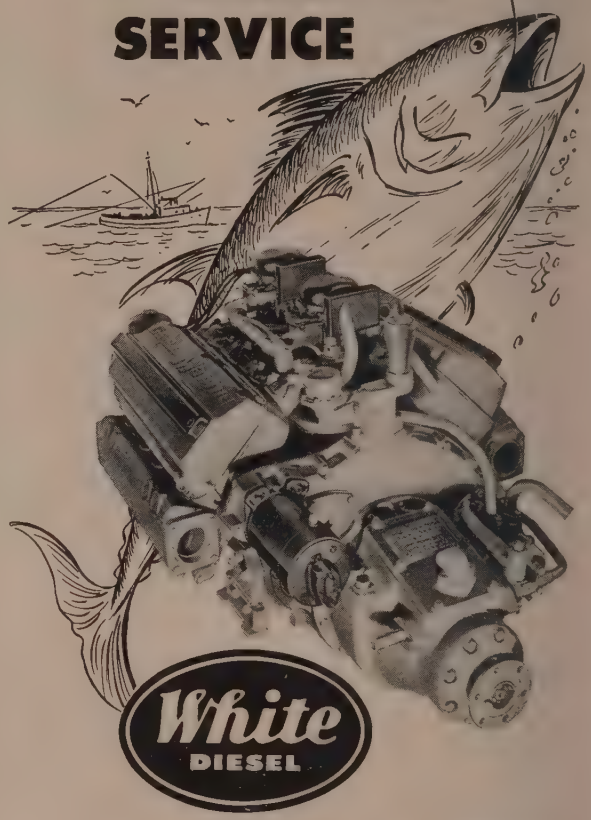

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Briefs Brailed In S. E. Alaska

A storm the first week in August caused considerable damage to fish traps, and endangered the lives of two trap watchmen at the Scott Point trap on the east coast of Prince of Wales Island. Nakat Packing Corp., owner of the trap, identified the two men as Alfred Bagley of Ketchikan and Johnny Wokosek of Kent, Wash. They said their trap shack was breaking loose from the frame.

* * *

Three days before the close of the season, Ketchikan district canneries on Aug. 24 had their biggest fish deliveries of the year. The seven plants in this district tallied 186,000 fish on their floors that day. Seine catches picked up, with big runs appearing in the South Prince of Wales district. Nakat's Waterfall cannery received 80,000 fish—half seine and half trap —and the Klawock co-op cannery had 86,000 the day before.

* * *

Henry E. Thorpe, 62, a cannery boat operator in the Ketchikan area for many years, died July 10 of a heart attack, aboard the Libby, McNeill and Libby power scow *Panof* at Hunter's bay, on the West Coast of Prince of Wales. Thorpe's home is in Seattle where his wife, Mary, survives him. He came to Alaska in the mid-thirties, and was skipper of Fish & Wildlife vessels for several years; then operated a boat for New England until a few years ago.

* * *

The first evidence of Jackson Alexander and his overdue trolling vessel, *31-B-28*, was found the last of July, when a hatch cover identified as from Alexander's troller was picked up off Cape Chacon. Alexander was due back in Ketchikan July 22, and was last seen July 15 in Dixon Entrance, heading south from Cape Chacon.

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

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Officials of Bendix Pacific, North Hollywood: left, Dave Brown, new assistant general manager; R. C. Fuller, general manager; Don Tait, newly appointed supervisor of public relations and advertising; and Walter Rhea, manager of the marine division, manufacturers of automatic pilots, depth recorders, radiotelephones and radar.

Mrs. Molvik Heads Halibut Fishermen's Wives

Seattle's Halibut Fishermen's Wives association, formed last spring and related by marriage to the Deep Sea Fishermen's Union, recently elected Mrs. Gus Molvik, Jr., as its president.

Canada Gets Hard-Boiled In Law Enforcement

The Canadian Fisheries Department evidently means business in enforcement of its fishing regulations, as seen in the recent refusal of a 1955 license to a seine-boat skipper, besides fining him $750, and his crew $100 each. The crew's licenses were not refused, but Fisheries Minister Sinclair warns that in any similar cases in future crew members as well as skippers will lose their licenses.

Devoe & Raynolds Marine Division Realignment

Jack R. Park was recently named Pacific Northwest representative of Pacific Coast Marine Division, Devoe & Raynolds Co., Inc., with headquarters at Seattle. Colman W. Clarke represents the company in California, with San Francisco as headquarters. Southern California representative is Charles P. Domm, Long Beach.

The new arrangement of Pacific Coast division representatives follows consolidation of the Hart & Burns Division into the Devoe & Raynolds Pacific Coast Marine and Industrial Division. J. M. Creager, associated with the parent company in the East for more than 25 years, is president of the new division. Earl Huston, Jr., Riverside, Calif., is vice-president and sales manager. Arthur Burns is vice-president and technical director.

The realignment of staff plus production of both Devoe and Navicote Marine paints at the division plant at Riverside, Calif., is operating to facilitate deliveries and services to distributors and dealers in California, Oregon, Washington and British Columbia.

Famed Compass Expert Passes

Wilfrid O. White, head of the compass and navigation instrument manufacturing house of Wilfrid O. White & Sons, Inc., Boston, died Aug. 12 on the island of Martha's Vineyard, Mass., aged 76. The business is being continued under the direction of his sons, W. Gordon White and Robert E. White.

A native of Australia, Mr. White came of a long line of English shipbuilders, and from childhood was closely associated with maritime activities. After experience "before the mast", and studying navigation and kindred subjects at Glasgow under Lord Kelvin, he became the first professional compass adjuster in this country, locating in Boston.

After serving as a U.S. naval officer in World War I he commenced the manufacture of magnetic compasses and binnacles, incorporating as Kelvin & Wilfrid O. White Co., of which he was president. Gaining recognition as a leading authority on navigation, he served many years as master of navigation on trial trips of new ships on the East Coast, and was frequently consulted by the U.S. government. Four times in World War II his company was awarded the Maritime Commission "M" pennant.

Among his notable achievements were the first commercial installation of a radio direction finder in this country; invention of a special sun compass used by Admiral Byrd in polar explorations, and invention of the spherical compass.

FOR SALE—147' x 27' x 11' wood steamer, former geodetic survey vessel Explorer—$7,500. Also one 500 H.P. G.M.C. diesel in A.1. condition—$6,500. Owner R. B. Eyerly, 2741 N. River Rd., Salem, Oregon. Phone 35946.

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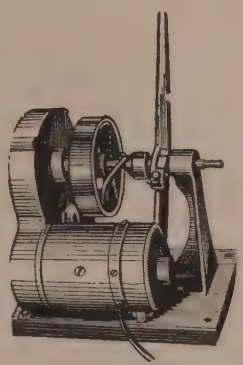

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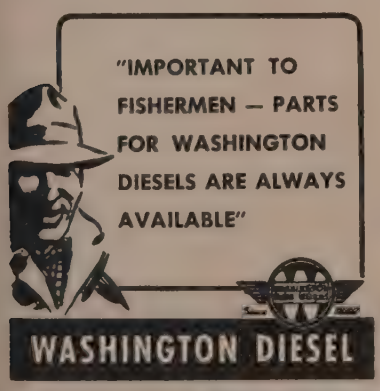

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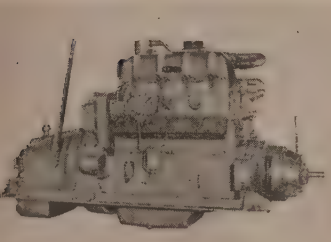

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Whiz Fish Products Co. Has

Steel Fish Carrier Built For Sea Water Refrigeration

Snow Mist is the name of Whiz Fish Products Co.'s new 74′ steel-hulled fish carrier, one of the first such vessels designed and built expressly with the idea of transporting fresh salmon in chilled sea water.

This practice (as mentioned in previous articles) has gained ground rapidly this season, being found apparently the most satisfactory way yet devised to keep salmon fresh and prime in the time that must elapse before processing. Not only is it highly effective in temporary preservation of the fish but, by floating them in salt water of similar specific gravity, it protects them from being bruised or crushed by the weight of those on top and the rolling of the vessel.

Designed by William Garden, Seattle, and built by the Jannsen Boat Works on the Duwamish Waterway in that city (owned and operated by Millard Anderson), *Snow Mist* has a beam of 17′, with 9′ draft. Propulsion is by a twin-screw installation: two Model 6-71 General Motors diesels with 4.38 to 1 Twin Disc reduction and reverse gears. Tail shafts are Monel, 3″ diameter, 20′ long, turning in Goodrich cutless rubber bearings; the propellers are 48 x 36″ Olympics.

The steel hull, below the waterline, is primed with International Paint Co. "Primocon" under International copper paint; topsides prime with zinc chromate from the Jarvie Paint Mfg. Co., Seattle, and finished with Woolsey's white. Main deck is covered with "Farbertite" composition, supplied by Tom F. Kelly of Seattle.

Of special interest, of course, are the sea-water-chilling tanks, which are below deck, built integral with the hull and extending clear athwartships to the 4″ corkboard insulation (supplied by the Cork Insulation Co., Seattle) lining the skin of the ship. This section is located well aft, just forward of a good-sized unrefrigerated lazarette for "dry cargo" (ship stores or freight)—and divided into two tanks by a fore-and-aft bulkhead, with access through a small hatch.

Each of these tanks has capacity for 5,000 gallons of water. The vessel, however, is not designed exclusively for the sea-water-chilling system, though all fish carried can be kept under refrigeration. The tanks themselves can be used to carry fish "dry", if desired, and are equipped with overhead coils which, without seawater, can keep the temperature down to about 30°.

Refrigerated cannery tender **Snow Mist** of the Whiz fleet, which this year made fine record in keeping her cargo in prime condition with her chilled sea water system.

Forward of the sea-water tanks and aft of the engine room is a fish hold about 18′ long for "dry" refrigeration, with steel stanchions to hold movable boards that will divide the space into a number of sections. This hold is also fully cork-insulated, and has refrigeration coils overhead. In the after part of it, on the center-line, is a vertical steel Ling-Belt bucket-type elevator, which will raise all fish from both the hold and the tanks, discharging into a chute to the cannery elevator.

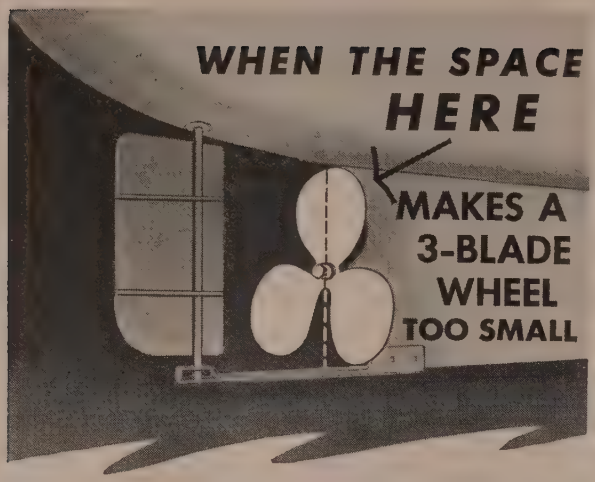
In unloading the sea-water tanks, they will be pumped out and steel gates in their forward ends will be raised, permitting the fish to slide to the foot of the elevator.

The entire refrigeration system was designed and installed by the Refrigeration Engineering Corp., Seattle. The sea-water chiller, of this concern's special design and very compact, is carried overhead in the after end of the engine room, and the sea-water will be circulated through the chiller and the tanks at the rate of about 200 gallons per minute, bringing the fish down rapidly to the 30° temperature and holding it there.

The chiller and the overhead refrigeration coils (all using Freon refrigerant) are, of course, thermostatically controlled. Refrigeration for the whole system is provided by a 15-ton York compressor, driven by a 15-hp. General Electric motor. Auxiliary power, including that for the refrigerating system and other requirements, is supplied by two 60-hp. Buda diesels with 30-kw., 110-v. generators.

As for other equipment, the anchor winch and the steel mast and boom were supplied by the Jannsen Boat Works. The anchor is a 300-lb. Northill. In the pilot house are a 100-watt Northern radio telephone and a Wood Freeman Metal Marine Pilot.

The deck-house is finely finished inside, mostly in mahogany, with



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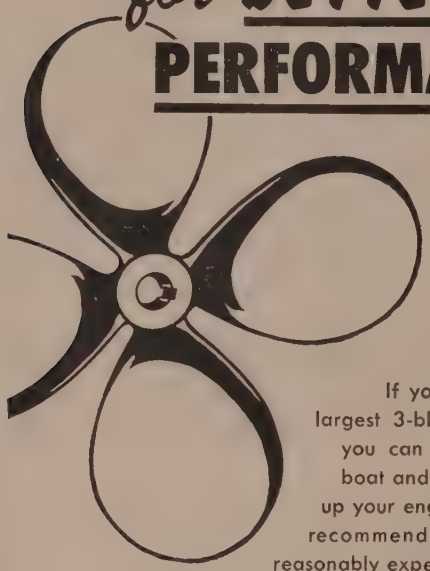

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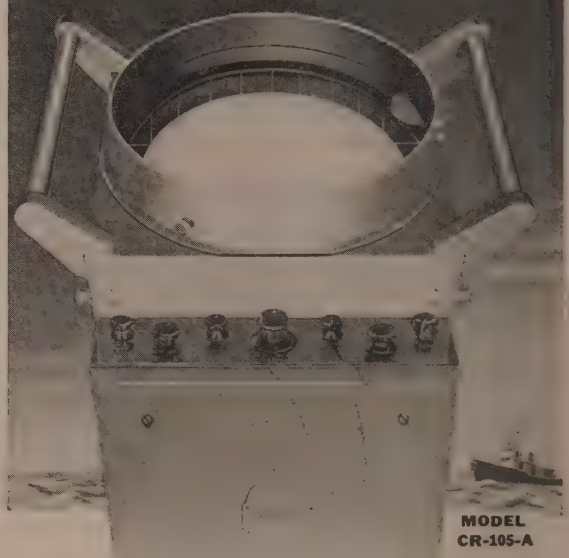

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birch paneling in the galley, which carries an Olympic oil-burning range with water-heater, and a deep-freezer. All windows in the house are of Kearfott Co. make. Normal crew of the *Snow Mist* will be four, but there are comfortable sleeping accommodations for five in the house, and six in the forecastle below.

Early in August, immediately on completion, *Snow Mist* went north to work in conjunction with the Kake cannery, which Whiz Fish Products Co. has been using this season, under an arragement with the Keku Canning Co., instead of its own plant at Tyee, across Frederick Sound from Kake. It was expected that she would bring salmon from a wide area throughout Southeast Alaska—carrying the fish "dry" on short hauls, and bringing the sea-water chilling system into play when longer distances must be covered; the latter, of course, greatly extending her practical radius of operation.

Skipper of the Snow Mist is Erling Thompson of Seattle.

Fire Kills Troller

Philip Lyons, 61, died last month in the hold of his burning salmon troller the 28′ *Little Dipper*, at a dock at Pt. Arena, Calif.

J. R. Townsend Adds Products Inspection Service

J. R. "Jim" Townsend, fishery consultant, with headquarters at 112 Market St., San Francisco, Calif., is now supplementing his technical advisory work with a new service.

This consists of the inspection and certification of such items as new and used fish cannery and reduction equipment. Also, for the protection of those purchasing both domestic and imported items such as fish netting, there will be rigid specifications drawn up and tests made to see they are complied with.

Jim Townsend is well qualified for this additional service, having spent the past 30 years in all phases of the industry since graduation from the University of Washington School of Fisheries in 1927.

He spent many years in British Columbia and Alaska with The Canadian Fishing Co., Ltd., and New England Fish Co. In 1945 he went to Peru for Wilbur-Ellis Co. at the time the tuna fishery was being started in that country. He can also be called one of the pioneers in the development of the South African sardine fishery, having planned the first modern plant there in 1947, and having closely followed most installations in recent years along the west coast of Africa.

In addition to being technical advisor for most of the South African fishing industry, Mr. Townsend has conducted a survey along the coasts of Chile and Argentina. Also he has recently been employed by the government of Venezuela to make recommendations regarding the problems with its fisheries.

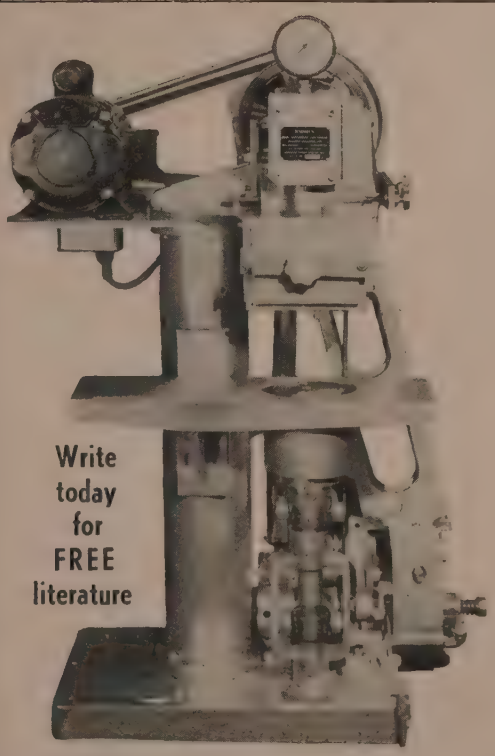
Henry H. Goodrich, Jr., son of the vice-president and eastern representative of the New England Fish Co., and grandson of Charles F. Goodrich, pioneer in the British Columbia salmon industry, is associated with Mr. Townsend.

Former San Juan Foreman Dies at 81

Hugh M. "Hughie" Jones, former foreman of the San Juan Fishing & Packing Co.'s cold storage plant in Seattle, died Sept. 2 after a long illness. He was a native of North Wales, aged 81, and had retired several years ago after 45 years of service with San Juan.

Spawning Area Opened

In one week of August an Oregon stream improvement crew, by clearing obstructions, made available some 30 miles of salmon and trout spawning area on several streams of the northern Oregon coastal district.



ROONEY'S *Semi-Automatic*
VACUUM CAN SEALER

A Semi-Automatic Vacuum Can Sealer to meet the demand for a small machine that will insure good, uniform seams —and can be operated and changed easily by anyone.

- **RANGE:** Sealer supplied with the proper change sets will seal any can from 2" to 6 3/16" diameter and from 1⅜" to 7" high.
- **SPEED OF OPERATION:** Machine has capacity of 600 cans per hour for No. 2½, No. 2 or smaller cans.
- **SEAMING MECHANISM:** Seaming mechanism is mounted on a slide bracket, which can be moved away from seaming chuck to accommodate different diameter cans, and bracket is set and taper dowelled in place for each specified can.
- **CHANGE SETS:** Change set consists of height spindle and seaming chuck. We use standard seaming chucks and rolls.

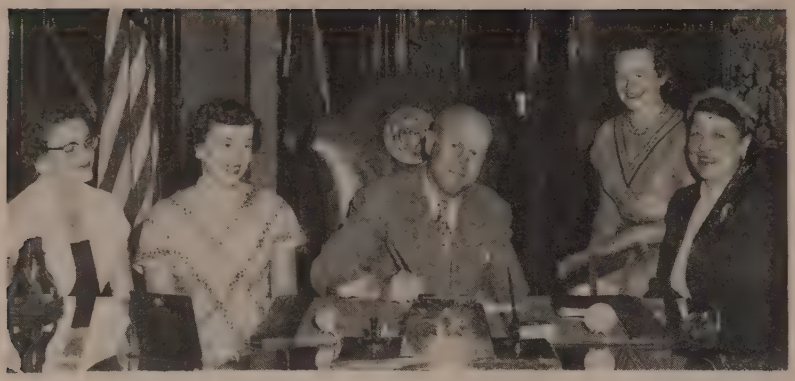
QUICK CHANGE-OVER MAKES ROONEY SEMI-AUTOMATIC VACUUM CAN SEALER IDEAL FOR RESEARCH LABORATORIES AND SMALL PACKERS.

- **Sealer can be changed from one diameter can to another in a few minutes and does not require any seam adjustment after change.**

We also manufacture the Rooney Semi-Automatic Open Can Sealer.

The ROONEY Vacuum Can Sealer can be used for vacuuming and gassing cans, thus eliminating necessity of a vacuum and gassing box.

ROONEY MACHINE COMPANY 717 GLADSTONE STREET, BELLINGHAM, WASHINGTON



HALIBUT WEEK is proclaimed by Governor Arthur B. Langlie of Washington "in tribute to the significant contribution of Washington's halibut fishermen to the economy of the Pacific Northwest". Halibut week, Sept. 18-24, was sponsored by the Halibut Fishermen's Wives' Association, leaders of which smile here as Governor Langlie signs the proclamation. Ladies, from the left, are: Mrs. Earl Jenkins, Mrs. Lou Ness, Mrs. Arnold Norride, and Mrs. Bill Gribble.

Whitney & Co. Now Active In Frozen Fish Sales

Whitney & Company, Seattle seafood sales organization, and their associated enterprises—Carl Rubinstein Co.; Seldovia Bay Packing Co.; Farwest Wrangell Co.; Wrangell Cold Storage Co. and Farwest Fishermen, Inc.—all headed by Sam Rubinstein—in midsummer occupied their new headquarters on Lake Union, a short time after the start of an aggressive sales campaign by Whitney & Co.'s frozen fish department.

The new office building, planned and built for the company on its own site, with 120′ of deep-water frontage on the lake, is of modern design and substantial construction, and is handsomely finished inside, with attractive and commodious ground-floor offices for all executive and clerical personnel, plant superintendents, etc., all air-conditioned and a full dock-level basement, about 35 x 100′, for storage of supplies. The frontage is protected by a bulkhead of steel sheet-piling, with a small wharf at one end, providing off-season moorage space for much of the affiliated companies' floating equipment.

The new business address of these companies is 1455 Northlake Place, Seattle 3; P. O. Box 1525; phone EVergreen 2642.

The associated producing companies have salmon canneries and cold storages at Seldovia and Wrangell, Alaska, and a cannery at Anacortes, Wash., while the Carl Rubinstein Co. operates the freezership *Reefer King*, freezing Alaska salmon for canning on Puget Sound. Mr. Rubinstein says this year's Alaska operations have been highly successful, as compared with the general average of production in the territory.

• *FROZEN PRODUCTS*—Until recently Whitney & Co. have focused their attention on canned products, mainly salmon, which is still regarded as the most important item; with Guy Wilson as sales manager for this department. Early this year, however, they commenced to give more attention to frozen products, and last spring engaged E. G. Johnson, formerly assistant manager in Seattle for Booth Fisheries Corporation, to manage this end of the business.

Meanwhile the Seldovia and Wrangell cold storages, formerly operated mainly as custom freezers, discontinued this practice and have been freezing entirely for their own account, and Canadian connections also have been established through which Whitney & Co. are able to provide their customers with fish from British Columbia.

While this department is devoted mainly to frozen products, some fresh fish also is handled. The principal items are salmon, halibut, black cod, shrimp and Alaska King crab, and "Dungeness" crabs will probably be added before long. Mr. Rubinstein feels that the company derives considerable advantage from its strategic position, which enables its freezers to get their fish in fresher condition than many others, which contributes much to quality; also from their close connection with canneries, so that anything not required for freezing can be canned.

All the company's frozen products are marketed under "Whitney's Ocean Fresh" brand. Whitney & Co. have established representatives for their frozen fish in several key markets—New York, Chicago, Milwaukee, Los Angeles and San Francisco; James A. Edington, Inc., 225 Roy St., Seattle, has lately been appointed for representative for the state of Washington, and negotiations are in progress for representation in other markets throughout the country.

Otto Meltzer, now with The Linen Thread Co., Inc., at San Francisco, will cover the entire west coast as representative for that company's Adams, Ederer and Pauls netting products and twines, it was announced recently by John E. Richardson, Pacific Coast manager.

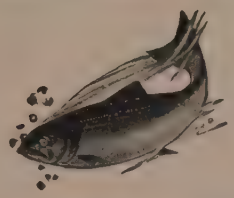
Werblow Takes Over Former Weissich Plant

A new sign went up recently over a long-familiar Eureka plant when the Humboldt Bay Fisheries opened for business in the location on Fishermen's Wharf formerly occupied by the Theo. Weissich Fish Co. The new enterprise is owned and operated by William Werblow, who had served as general manager of the old Weissich concern from 1949 until dissolution of the former company a few months ago.

Werblow started operations with a fillet line for bottom fish consisting of approximately a dozen women and two men on the floor. He also plans to operate extensively in the crab field when that season reopens next winter. Among dragboats operating for the new firm is Ralph Mason's *Memories*, one of the most widely known craft in northern California waters.

J. R. TOWNSEND
INTERNATIONAL CONSULTANT

PLANT LAYOUTS



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- it *breaks out* easily on a straight upward pull
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Downyflake
BREADER & DIP (batter mix) are outstanding for QUALITY and FLAVOR

—*Says Larry Alberti, Jr.*
of ALBERTI SEAFOODS
Harlingen, Tex. and
Chicago, Ill.

"When we opened our shrimp breading plant in Harlingen, Texas last August, we made extensive tests to determine the best breading batter mix both from the standpoint of quality and flavor. These tests, both at Chicago and Harlingen, proved Downyflake Breader & Dip (batter mix) to be the most outstanding.

"The truth is that Downyflake Breader & Dip has not only helped us do a better job with our famous KING BRAND Breaded Shrimp, but gives us a delicious product with a most dependable quality control. We do not hesitate to recommend it to breaded shrimp processors throughout the country."

* * *

Downyflake can help you, too, to turn out a better breaded product . . . in sea-food and fish as well as meat and poultry.

The Downyflake Field Man is at your service to help you: develop a mix that fits your specific needs . . . to bring costs down and to streamline your operation with the correct automatic equipment. Why not wire or write us and let a Downyflake Field Man survey your needs and give you the facts?

"To the King's Taste"

Downyflake BREADER MIXES
a division of
DOUGHNUT CORP. OF AMERICA • 45 W. 36TH ST., N. Y.

Charles Buchan, Jr., known on the waterfront as "Young Charlie"—his father is purse seine fleet manager for Van Camp Sea Food Co.—has been appointed outside man for Fellows & Stewart, Inc., Terminal Island. A skipper of fishing boats himself, Buchan will work with Vic Langner, who is in charge of the marine engine and equipment division of the yard.

Pasquay Joins Hiller

Harry Pasquay, formerly of Shepherd Marine's San Pedro branch, has joined Paul W. Hiller's organization as manager of the company's electronics dept. Pasquay, a recognized electronics specialist, has made many friends around Los Angeles and Long Beach harbors, and may now be contacted at 315 N. Avalon, Wilmington, California.

Donald Brindle Passes

Donald Brindle, Sr., long associated with his brothers, A. W., Harold A. and Joseph Brindle, in the Wards Cove Packing Co., with salmon canneries in the Ketchikan and Bristol Bay districts, died Aug. 27 at the Wards Cove cannery near Ketchikan, of which he was superintendent.

Mr. Brindle, aged 47, was a native of Ketchikan but had made his home in Seattle for many years. He is survived by his brothers, who have long been prominent in the industry; his widow; a son, Donald, Jr.; two daughters; his mother and two sisters.

Japanese Tuna Men Confer With Americans

Japan's Tuna Export Planning Conference late in August sent a delegation to New York to collaborate with Minister Kono in connection with his discussions with the U.S. government, and then to proceed to the Pacific Coast to confer with representatives of the U.S. tuna industry.

Central Fish & Oyster Co., Los Angeles, uses a Prawnto shrimp machine to cut and de-vein shrimp. The machine is said to be capable of processing five thousand shrimp an hour and to save up to 75% labor cost. The unit fans or butterflies, removes the black vein and cuts through the shell. The motor is ¼ hp., 110-115 volt, single phase and 60-cycles. The machine is manufactured in Los Angeles.

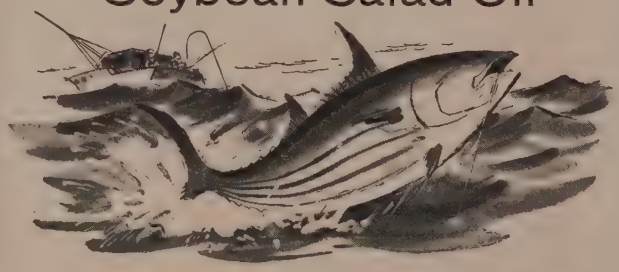
The Japanese representatives include: (for canned tuna) Giichi Matsumoto, president, Toyko Canned Tuna Sales Co.; Seiichi Shibano, vice-director-in-chief, Japan Export Tuna Canners Association; Yoichi Sakurada, president Sakurada Sangyo K.K., and Yoshio Kohase, managing director Shimizu Shokuhin K.K.; (for frozen tuna) Niichiro Miyake, managing director Nippon Reizo K.K.; Masao Onishi, managing director Taiyo Gyogyo K.K.; and to Nishijima, chief of food department, Daiichi Bussan K.K., who was on a tour of Europe at the time.

Japanese Cannery Ships Now Handling Trawl Fish

With all the Japanese salmon-canning vessels back in their home ports by mid-September, a number of them are being turned to other fishery operations. Among the first to finish the salmon season were Hokkaido Gyogyo's *Ginyo Maru,* which left the Okhotsk area Aug. 18, and the *Meisei Maru* and *Kizan Maru,* which left the Aleutian area for Hakodate Aug. 21.

From mid-September to mid-November, as last year, Taiyo Gyogyo K.K. is using its 7456-ton cannery ship *Eijin Maru* as a groundfish mothership to operate with three trawlers on the shallow waters of eastern Bering Sea, with a catch target of about 4,000 tons.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil



If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

Archer "S" Soybean Salad Oil

Archer-Daniels-Midland co.

700 Investors Building, Minneapolis 2, Minn.

FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

Section of PACIFIC FISHERMAN-- October, 1955

Bulk of 1955 Salmon Pack Sold by Mid-September

Evidence of a shortage of canned salmon, accumulating through August as the main Alaska season neared its end, resulted in a widespread scramble for supplies, accompanied by price advances all along the line. Some say that practically the entire Alaska pack, and most of that on Puget Sound, has already been "committed," and that they have never before seen a year's supply so nearly sold out so early. Many sellers were withdrawn from the market on various items through late August-early September, when pro-rata deliveries were almost the general rule. The sales department of one large, long-established producer says August was the biggest month for salmon sales in its history.

Some major operators announced opening prices in mid-August, and their mark-up was quickly followed by other sellers. The range quoted herewith seemed well established as this issue closed; and a notable feature, according to some reports, has been absence of resistance to the advanced prices. Others, however, declare that a good many buyers are still holding off, and express fear that the prices now prevailing will seriously retard consumption.

As for the supply, Alaska's total pack (allowing for some slight increase from fall packing) appears to be the smallest since 1907, with that of Reds the smallest since detailed records have been kept: more than 100,000 cases below last year's inadequate output. Chums, of which the big 1954 pack was sold without difficulty, have dropped to less than one-third of last year's final figure and less than half the recent average; while Cohoes are down about 100,000 cases to less than one-third of normal. Pinks show some improvement, with the largest pack in four years, but are far from making up the shortage in Chums. Puget Sound returns also have been disappointing, with Sockeyes especially far below expectations.

Realizing this situation, the country's major buyers have been actively in the market for all species, and most sellers report a tremendous demand from all parts of the country, especially for Pinks and Chums. Some of the larger packers and distributors, also, have been seeking to buy up the packs of smaller concerns, so that the quantity left on the open market is decidedly limited.

On top of this, the U. S. Quartermaster Corps has been in the market for substantial blocks of Red and Coho talls: asking for Cohoes in quantity equal to a great part of the Alaska pack. Further, with British import licenses available in early August, more buying of Alaska and Puget Sound Sockeye halves and quarters for U. K. is reported.

Many packers have been sold out of Alaska Reds, both talls and halves, for several weeks; some sellers withdrew as early as mid-August, and pro-rata deliveries on pre-season bookings have been quite general. Most of what remains is held by the larger interests, and believed to be practically all allocated to regular buyers. Puget Sound Sockeyes seem to be even scarcer, and Cohoes in any size are becoming hard to get.

The situation in Pink talls, with the total supply greater than last year by a substantial margin, looks fairly comfortable; but the demand has been above expectations and, in view of the shortage of Chums, the entire pack will undoubtedly be needed. Until late August some were selling at $21, but since then the $22 price has been well established, and has been no deterrent to buying. Pink halves at $12.50-$13.00 have been moving very well, and this size is evidently gaining in popularity. Recent offerings of this item from Japan at lower prices has, so far, not visibly weakened the market.

Considerable interest has been noted in Japanese Pinks (packed mostly in halves), though this journal's advices from Tokyo are that most of the pack has been committed to other markets, with little available for U. S. Purchases are said to have been made, however, by American packers, distributors and wholesale buyers, though the total quantity as yet is believed not to be large. These goods are reported available at $10.00 to $10.05 per case of 48 halves, duty paid, laid down in Seattle. Some Canadian Pinks also are said to be coming in.

Some small-scale buying of Japanese salmon of other species is also reported; and Tokyo reports that substantial quantities of Silvers are available, though there is no indication of much American interest in them.

Almost the entire Alaska Chum pack was sold out as soon as offered, and very few have been available since late August, while deliveries have been on a scant pro-rata basis. Sellers are hoping to have some more, from Puget Sound and other sources, later in the fall, but do not expect any great quantity.

SEATTLE SALMON PRICES

The following quotations cover the range of "opening prices" announced in August by several leading operators, including both featured and unadvertised brands, as well as "spot" prices openly quoted at presstime, f.o.b. Pacific terminals, for cases of 48 cans of talls, halves or quarters, or 12 cans of 4-lbs.

Pgt. Sockeye, halves	$20.00- 21.00
Pgt. Sockeye, qtrs.	11.50
Alaska Red or Soc., talls	32.00- 33.00
Alaska Red or Soc., halves	18.50-*19.75
Pink, talls	22.00-*23.00
Pink, halves	12.50-*14.50
Pink, 4-lbs.	23.00
Chum, talls	†18.00
Chum, halves	10.50
Coho, talls	26.00- 26.50
Coho, halves	15.00- 15.50
Coho, quarters	9.50
Chinook, Alaska, talls	26.00- 27.00
Chinook, Copp. R., halves	16.50
Chinook, Col. R. fcy., halves	20.50- 22.00
Chinook, Col. R. fcy., qtrs.	11.50
Chinook, Col. R. choice, hvs.	15.00- 15.50

*Top prices for advertised brands.
†Most offerings withdrawn in early September.

Gilman Named Chairman Of New N.F.I. Committee

Aaron Gilman, vice-president of Vita Foods, Inc., has consented to serve as chairman of a new National Fisheries Institute committee, recently established by President Francis Taylor to work on problems connected with smoked, cured and pickled fish and shellfish products.

California Canned Tuna Pack—June, 1955

(In cases of 48 cans, except as indicated)

White Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
1 lb.	1,525	...	...	...	...	..		1,525
½ lb.	198,322	221	40,015	44,700	1,345			284,603
¼ lb.	24,917	2,164	..		...	...	...	27,081
½ lb.	.	.			...	...	14,061	14,061
TOTAL in ½ lbs.					.	.	.	**315,254**
Light Meat								
4 lb. (12s)	221	...	275	...	...	...	...	496
1 lb.	813	245	1,699	345	...	...	...	3,103
½ lb.	109,657	8,204	317,302	81,241	1,318	1,617	...	519,339
¼ lb.	21,345	...	16,542		.	†7,110	...	44,997
½ lb.			. .	.		. .	5,825	5,825
TOTAL in ½ lbs.			.				.	**558,413**
Bonito								
½ lb.	...	...	.	10	...	...	...	10
TOTALS	356,800	10,834	375,833	126,296	2,663	8,727	19,886	‡873,667

*Tuna Specialty Products, converted to ½ lbs.
†¼ lb. (100s).
‡Total Case Pack converted to ½ lbs.

Tuna Import and Inventory Figures Continue to Rise

● The already over-heavy inventory of California canned tuna had increased somewhat in August, it was reported, but prices showed no signs of weakness at the end of the summer months.

What effect the strike of cannery workers and engineers would have on the industry and its production of canned tuna would of course depend on the length of the strike. The strike began September 6, affecting Terminal Island canneries.

The imports of frozen tuna into California continued to increase over 1954. The first seven months of 1955 recorded 37,450 tons as compared to 26,337 for 1954. Albacore accounted for 16,938 tons and Yellowfin 13,300.

The Fish and Wildlife Service in late August reported the price of tuna advertised brands as follows:

White Meat—
Fancy, 7-oz. 48s $15.25-16.25
Chunks, 6½ oz. 48s ... 13.50-14.50
Light Meat—
Fancy, 7 oz. 48s 15.00
Chunks, 6½ oz. 48s ... 13.50
Grated, 6 oz. 48s 8.50

The prices on private labels:
White Meat—
Fancy, 7 oz. 48s $12.00-13.00
Chunks, 6½ oz. 48s 11.00-12.00

Light Meat—
Fancy, 7 oz. 48s 10.80-12.50
Chunks, 6½ oz. 48s ... 9.50-12.00
Grated, 6 oz. 48s 7.50- 8.00

Although production of solid pack, white and light meat, was greater for July than for June, chunk pack was down, and the overall pack, in ½s, was also down for July as compared to June.

Tuna specialty products for July's production is more than double that for June.

Japanese Tuna Prices Set for U.S. Market

Japan's so-called "big four" and "new five" firms exporting canned tuna came together in Mid-August and adopted selling prices to be applied on certain items on the American market, duty-paid, ex warehouse.

The prices, which took effect at once, are (per case):

Item	Atlantic Area	Pacific Area
White Meat (7-oz.)	$11.50	$11.40
Light Meat (7-oz.)	9.60	9.50
White Meat (2 kg.)	12.20	12.10

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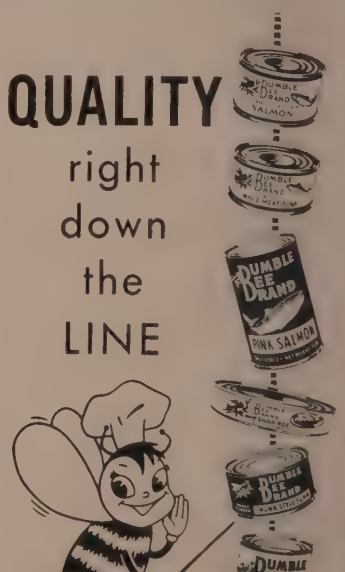

Bumble Bee Seafoods
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

TALKING SALMON SALES—Louis H. and David Frohman, Chicago fish sales specialists, talking 1955 canned salmon marketing with L. A. Petersen, sales manager of the New England Fish Co., which they represent in the Chicago territory.

High Price and Low Supply Put Premium on Promotion

• Danger that high new-pack canned salmon prices will produce a buyer revulsion, as offerings at such levels have in the past, is foreseen by L. H. and David Frohman of the Chicago brokerage firm of L. H. Frohman & Sons, who were in Seattle on business in August when opening prices were announced by leading operators.

With Red talls in the $32-33 range and Pinks $10 below, they were seriously concerned lest this throw a block on buying which, with available volume low, might divert buyers from salmon for a long time to come. "Inadequate supplies, exhorbitantly priced, can cancel all the gains which have been made in years toward the re-education of the American consumer to the advantages of salmon in the diet", David Frohman said.

"On the other hand, the promotional campaign carried out for several years prior to 1955 was amazingly effective", his father pointed out; "and adequately supported resumption of such a promotional program would go a long way toward keeping salmon in the interest and attention of the buyers during this coming period of difficult selling. Salmon promotion is an especially far-sighted activity in a time of high prices and scanty supply. It can keep interested and loyal the customer who otherwise might be lost".

Salmon sales in the Chicago area this summer have been exceptionally heavy, they reported. This is a condition produced in part at least by the exceptionally hot and protracted summer weather.

The New England Fish Co., which the Frohman firm represents, has been conducting an advertising and promotional campaign in the Chicago territory which they report has been exceptionally effective in extending the demand and distribution for *Pillar Rock* salmon, the brand featured.

South Pacific Offices In New Location

The offices of South Pacific Canning Co. are now in a new location in Long Beach, Calif.: 1300 W. 7th St. The cannery has been torn down to make way for a freeway construction.

They Add Up To A Lot of Sales!

Oceanic
SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
Ralph Hall, Manager
Commercial
FREEZING and STORAGE
Excellent Facilities for Buyers and Fishing Boats
BAIT ICE
Radio Call KWO 28

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

OH and AH—Exhibit arranged by the Northwest fisheries Association, for the national convention of the International Stewards and Caterers Association, held in Seattle in August. The portion-controlled steaks, fillets, patties and sticks attracted the most attention from the restaurant men, while the ladies admired the whole fish and shellfish.

What About Japanese Pink Sales to U.S.?

Rumors of large-scale selling of Japanese Pink salmon to the United States filled the air late this summer. There have been samples a-plenty, in New York, the Twin Cities, Chicago and Seattle; and there can be littlle doubt but that business in some little volume has passed.

Probability is that actual purchasing totals a lot less than the 500,000 cases talked of so glibly some weeks ago. As a matter of fact, the Japanese did not pack that many; and they have already shipped a lot of Pinks to the European market.

Early offerings of Japanese Pinks were said to be on a basis of $19-19.50 New York for talls; and $10.50 or thereabouts for halves.

Robert Graham of the sales department of P. E. Harris, Seattle, is reported by *Pacific Fisherman's* Tokyo representative to have spent the latter part of August in Japan, seeking to place orders for Pinks. According to information reaching our reporter, Mr. Graham was told:

a. That all available Pinks already had been committed, principally to England, Australia and Europe;

b. That any allocations not taken-down would be available to the Harris company;

c. That orders for prompt shipment of Silvers could be honored to the amount of 150,000 cases.

Economical Nutritious

KELLEY-CLARKE CO.
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Pinkerton Now Manager Of Ketchikan Cold Storage

James G. Pinkerton, who has been acting manager of the Ketchikan Cold Storage since Jack Mendenhall left, has been promoted to the position of manager.

Mr. Mendenhall, who managed the Ketchikan Cold Storage operations for many years, is now assistant to the general manager of the California water operations of the Citizens Utilities Co., which owns the Ketchikan plant. Jack took his new position in June, after an extended vacation in the States.

Salmon Offices Move

Seattle offices of several canned salmon concerns, formerly located at 2700 Westlake North, were recently moved to more commodious quarters in the Marina Mart building at 1500 Westlake North. They include the Ouzinkie Packing Corp., operating a cannery in the Kodiak area, Alaska, and two sales organizations — Gavin Bros., Inc., and the Puget Sound Brokerage Co. The phone numbers remain as before.

To Weigh Frozen Tuna At Yokohama

To obviate one source of claims against shipments of Japanese frozen tuna to U.S., the Japan Export Frozen Food Association, with its affiliated government-recognized inspection organ, recently installed a 20-ton truck scale in front of the Yokohama Custom House at a cost of $2270.

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A COMPLETE SELLING ORGANIZATION

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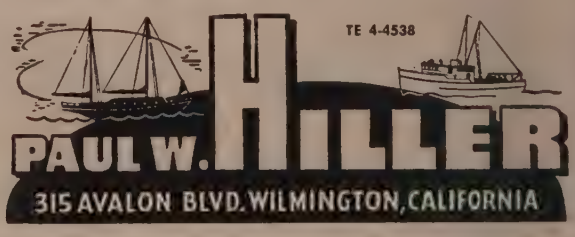
formerly of SHEPHERD MARINE'S San Pedro branch is now manager of our Electronics Department. His many friends around Los Angeles-Long Beach harbors may now find him at



Canadian Salmon Sellers To Lean Heavily on Pinks

● In marketing as well as in production the emphasis will be on Pink salmon in British Columbia this year.

With supplies of Sockeyes limited, packers will be dependent on Pinks to sustain the salmon market.

Distribution of Sockeye throughout Canada as well as through the export markets will be on a pro rata basis.

Canada absorbed more canned salmon than ever before during the last sales year — approximately 985,000 cases, and of that about 400,000 cases were of Sockeye. Not all this Canadian purchase was *consumed* in Canada, however. Some of the sales in Eastern Canada found their way ultimately to the Eastern states and export markets more readily accessible to Canadian Atlantic ports than to those on the Pacific.

Incidentally, two British Columbia packing companies and two or three Canadian brokers insured themselves against possible shortage of stocks for export by buying about 150,000 cases of Puget Sound salmon last Fall, gambling on a continuing good market and recognizing that the Puget Sound pack was a big one, with a surplus pack in halves. It proved an astute move and helped to stabilize the over-all market position, but those who made it didn't realize how smart they were until they were able to capitalize on the higher prices prevailing this year on the stocks they had acquired last Fall.

Pricewise the market advanced substantially this year, with most Sockeye grades selling for $5 or more per case over the 1954 figure. The average ruling prices for the export trade this year were: Sockeye talls $35.50; halves $37; Pink talls $18, halves $19.50; Chum talls $15, halves $16.50.

Sales to the United Kingdom this year are at approximately $2.50 to $5 a case more than in 1954, with the British buyers eager to get all they can, especially of red grades, within the limitation of the government license. Britain will probably spend about $6,000,000 on canned red salmon in North America this year, but the money won't go so far as it did last year because of higher prices.

Pakistan Frozen Shrimp Received on East Coast

First shipment of frozen shrimp from Pakistan to the United States, amounting to 5,000 lbs., arrived at Jersey City July 25. It was shipped by International Fisheries (Pakistan) Ltd., of Karachi, operating the first fish freezer in that country, whose Arabia Sea waters are said to be rich in undeveloped fishery resources.

The company expects soon to be handling substantial quantities of turtle meat, frog legs and red snapper, in addition to larger quantities of shrimp, which are taken within a radius of 30 miles from the plant. Beginning in October, it is expected that regular monthly shipments of shrimp to U.S. will approximate 50,000 lbs.

International Fisheries Corp., 68 Williams St., New York City, contributed 49% of the Pakistan company's capital, with 51% from private Pakistani investors; and negotiations are under way for an important Japanese firm to share in the operation by providing a fishing fleet.

* * *

Funds for the Bar Point Harbor project will be pushed again during the next session of congress, Gov. B. Frank Heintzleman recently told the Chamber of Commerce in Ketchikan.

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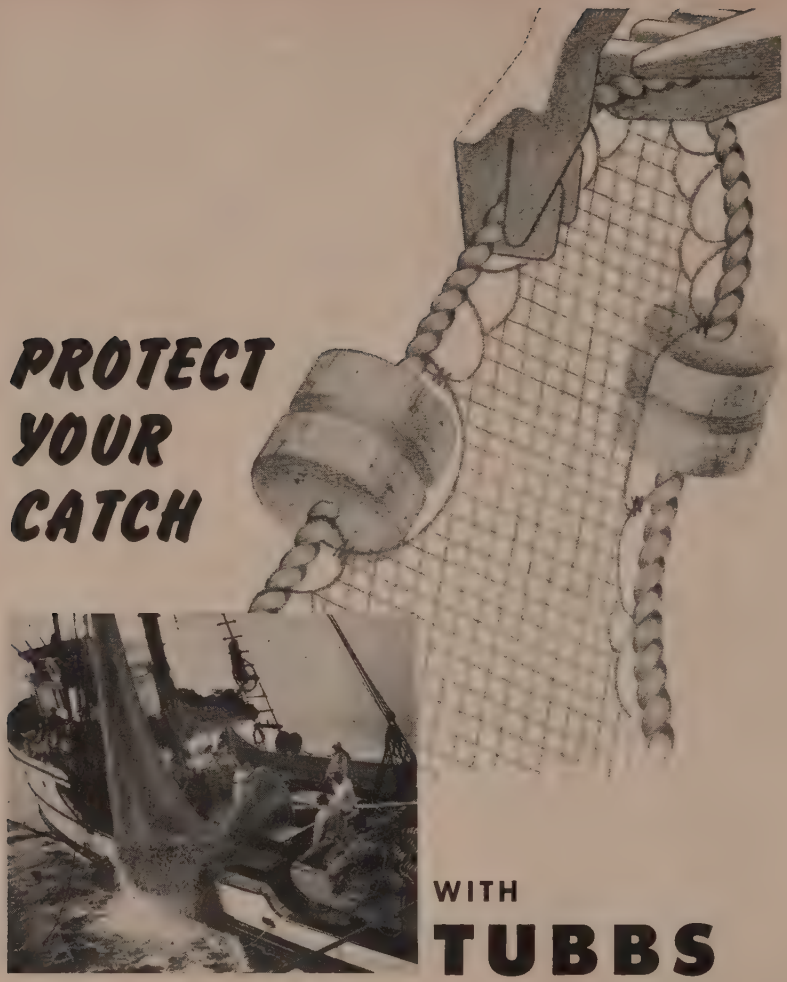

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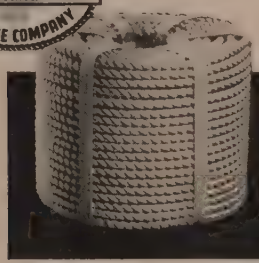
TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY



TUBBS CORDAGE COMPANY

SAN FRANCISCO • SEATTLE • Portland • Los Angeles
New Orleans • Houston • Chicago • New York

Bud Day Heads Calpak's Calif. Fish Canneries

Clifton D. "Bud" Day, formerly president of the San Carlos Canning Co., with fish plants at Monterey and Oxnard, Calif., has been appointed district superintendent, California division, California Packing Corp., according to an announcement by D. T. Saxby, manager, California division.

Mr. Day, who will make his headquarters in Calpak's San Francisco office, will have jurisdiction under Mr. Saxby of canned fish production in the division. This will include Monterey Plant No. 101, Oxnard No. 102, and the recently established tuna processing arrangements in southern California.

Mr. Day will be taking over the division superintendency which was vacated by the death of Jack Doran earlier this year.

Thomas Noice, superintendent of Monterey No. 101, will continue as in the past, and will also assist in supervision over fish products and tuna operations. Virgil Wickham, formerly of the Monterey plant, was recently appointed superintendent of the Oxnard plant, succeeding James Lukes, who resigned to go into business for himself.

Japanese Canners Seek British Tin Plate

Nichiro Gyogyo K. K. has requested permission to import British tin plate, reportedly to the amount of 7,000 tons, for next year's salmon pack, with the view that such a deal might facilitate allocation of more British funds for purchase of Japanese canned salmon—and also that the British tin plate could be had more cheaply than domestic.

Japanese tin plate comprises such a high percentage of the cost of canning that, in the case of certain export items like sardines and sauries, a rebate arrangement is being provided for the quantities of plate represented by exports of the finished products.

"Reefer King" Freezes Salmon at Yakutat

Reefer King, freezership of the Carl Rubinstein Co., returned in midsummer from her Bristol Bay trip and had her cargo canned by Farwest Fishermen, Inc., at Anacortes. It amounted to over 4,000 cases, mostly Bristol Bay Reds but including a few Pinks, etc., picked up in the Kodiak area on the way down. After unloading, the *Reefer King* went back to Yakutat, where the salmon season continued to Sept. 30.

Nordberg Notables visiting the Pacific Coast on a business meeting recently were **H. E. (Bud) Fellows,** on the right, manager of the gasoline engine department of Nordberg Manufacturing Co., Milwaukee, Wis., and **Harry Griswold,** left, Nordberg sales engineer. Trapped in between them at Seattle was **William Angus,** manager, Pacific Fishing & Trading Co., Nordberg gasoline marine engine distributor in Seattle.

Prospects Look Better For Southern Calif. Sardines

U. S. Fish and Wildlife Service office at La Jolla, Calif., notes that the encouraging recovery of the Southern California sardine fishery last fall was preceded by a marked increase in sardine spawning off southern California and northern Baja California, which represent one of two major sardine spawning centers. The other is off central Baja California. The 1954 increase in spawning in the former was approximately 30-fold over 1953.

Spawning off Southern California is being closely followed this year by cooperative research efforts of the various organizations interested. Considerable numbers of sardines are again spawning in this area. In Mach sardine spawning extended as far north as San Pedro, and spawning was widespread off San Diego and Ensenada. As spawning in this area extends through June, this report concerns the early portion of the spawning season only.

There seems to be a relation between the amount of spawning in the Southern California center in the spring and the availability of sardines in the Southern California fishery in the fall. In 1952 and 1953, when few fish spawned there, the fishery took only about 5,000 tons. But after the marked increase of spawning in 1954, over 65,000 tons were taken, even with vessels on severe limits.

If the same relation between the amount of spawning in this center in the spring and the availability of sardines in the fall obtains as during the past three years, then the southern California sardine fisherman can expect to again have a good season.

This report is based on studies carried out by the South Pacific Fishery Investigations of the U. S. Fish and Wildlife Service, whose chief is John C. Marr, working with Scripps Institution of Oceanography, California Department of Fish and Game, Hopkins Marine Station and the California Academy of Sciences. This joint program, the California Cooperative Oceanic Fisheries Investigations, is carried out under the direction of the California Marine Research Committee. Vessels engaged in research work from La Jolla include *Black Douglas, Crest, Horizon* and the *Paolina T.*

Van Camp Reports First Loss in 25 Years

Gilbert C. Van Camp, president and chairman of the board of the Van Camp Sea Food Co., one of the largest packers of tuna in the world, has just reported to his shareholders that for the first year in 25 consecutive years of operation the company and its subsidiaries suffered a loss.

"Considering the hardships that beset the industry during this last fiscal year, the amount of the loss, approximately $40,000, is surprisingly small."

Mr. Van Camp goes on to say to his stockholders: "As I informed you a year ago, competitive factors required us in July of 1954 to lower prices of canned tuna by $1.00 to $1.50 a case. Even these reductions proved insufficient to move our tuna in a satisfactory volume. Supplementary promotions, with attendant increases in selling costs, were unavoidable.

"At the time we were under firm price commitments for the purchase of raw tuna from the domestic fishing fleet. Because of an unusually good fishing season, these commitments proved more burdensome than we had expected. Some compensatory price adjustments were negotiated. These, however, were not adequate to avoid loss.

"Furthermore, because of these commitments we were not in a position to purchase cheaper tuna in any material quantity from other sources. Some of our competitors . . . had no such commitments. They were more fortunate. With their lower cost of fish, they found themselves able to undersell us, even after the July price declines.

"As a consequence of this continued competition we suffered a loss, not only in dollar volume, but also in case goods sold. Net sales dropped from $47,840,000 to $46,226,000, a decline of $1,614,000. Fortunately, sales of products other than tuna increased . . ."

Mr. Van Camp in his report emphasized that the situation in the tuna industry is still uncertain and that the major problems are not yet all resolved.

He states, however, that "our raw fish commitments are considerably smaller than a year ago. It is my opinion, therefore, that if there be any additional shocks in store for us, they will not approach in severity those of the last fiscal year. Furthermore there is a floor below which adjustments such as these cannot, within reason, penetrate. Differentials in the cost of raw fish from different sources to the advantage of one canner and the disadvantage of another cannot be maintained indefinitely. Processes tending to rectify this situation have been at work in the tuna industry for a period of 3 or 4 years. There are good reasons to believe that this cycle has almost run its course. Once over, better days for your company as well as the industry as a whole, are inevitable."

Halley Johnson Named Astoria Dock Manager

The Astoria Port Commission in late August appointed Halley Johnson manager of the Fishermen's Dock to succeed Capt. Harvey Hansen, retiring in September.

B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT

ON THE PACIFIC COAST

WISE FISHERMEN CHOOSE CUTLESS BEARINGS FOR PERFORMANCE AND ECONOMY

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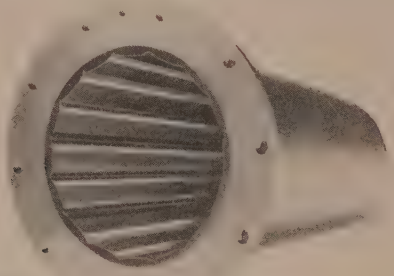

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CUTLESS BEARINGS IMPROVE THE PERFORMANCE OF ANY VESSEL!

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2% TO 5% PROTEIN GAIN – 2½% MEAL GAIN

HIGH PROTEIN MEAL. Actual laboratory tests prove that STANDARD low temperature drying produces up to 2½% more meal with at least 2% more protein than high temperature drying.

OIL, LOW IN FREE FATTY ACID. A STANDARD plant assures you peak delivery of top quality, low moisture, low acid oil.

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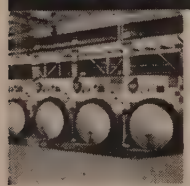

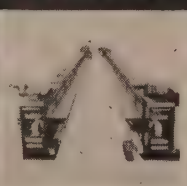

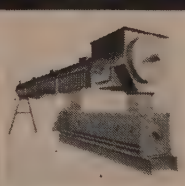

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F-6

LINES and LEADERS

Longview Fibremen—At the new Seattle plant, from the left: Paul Wineman, salesmanager, San Francisco; Fred Clewley, assistant salesmanager, Oakland; Wallace H. Hallmeyer, district salesmanager, Seattle; J. W. Clarke, plant superintendent, Seattle; W. Q. Reiniger, plant manager, Seattle; Richard Wollenberg, vice president; Longview Fibre Co., and general manager of Container Division.

Longview Fibre Opens New Plant at Seattle

Customers of Longview Fibre Co. had an opportunity to inspect box-making facilities when the company's new $1,250,000 Seattle plant was dedicated recently.

With 60 plant employes and 22 salaried personnel, the plant can produce 50,000 cartons during one shift. It is one of the most modern in the industry, with 117,000 square feet of floor space, all on one floor. The Longview, Wash., mill ships liner board and corrugating medium to Seattle for remanufacture into containers.

The Seattle plant has complete facilities for forming containers to the user's specifications and printing them. The containers are either taped, stitched, or gluelapped on automatic equipment.

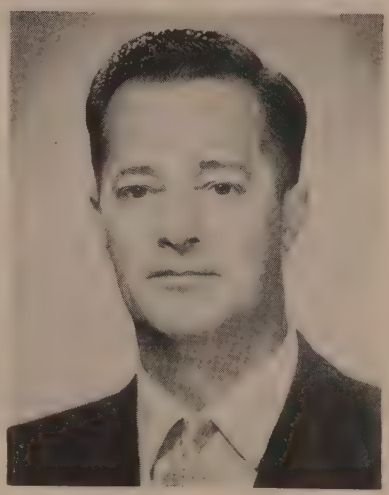
The plant is located across the street from Northwestern Glass Co., one of Longview Fibre's principal customers.

Two Adhesives Firms Join for Research

William H. Atwood, president of Atwood Adhesives, Inc., Seattle, announces an affiliation of their research and sales departments with those of the Adhesive Products, Inc., of Albany, Calif.

This affiliation, says Mr. Atwood, will give the users of adhesives on the Pacific Coast the advantage gained through the combined research facilities of these two prominent suppliers. These firms produce a complete line of packaging adhesives, including glues, pastes, resins and a complete line of gummed tapes.

Servicing of local and Pacific Coast accounts will be handled through offices located at Seattle, Portland, Albany and Los Angeles.



Fred A. Smith, advanced by American Can Co. to be its sales manager for the San Francisco and Peninsula areas.

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After View of the 2HE

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For added convenience, put in selective signalling. Then the operator can dial your ship just as she dials your home telephone.

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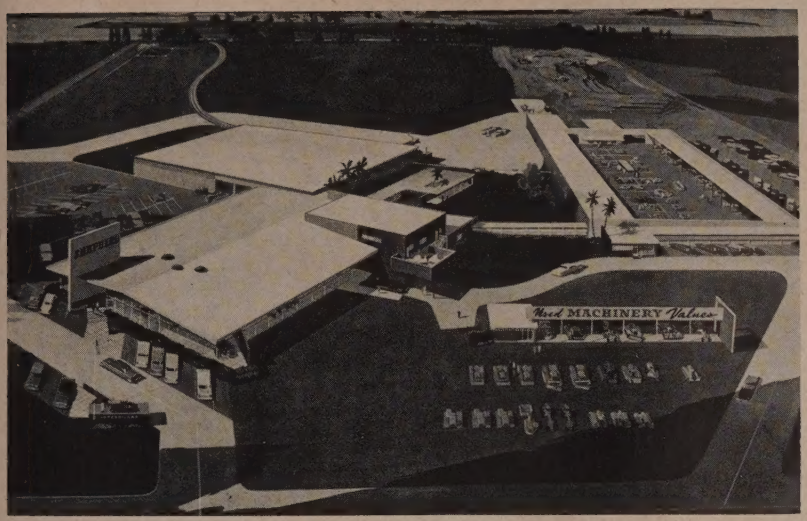
Shepherd Marine In New Location



Shepherd Marine, Los Angeles dealer for "Caterpillar" diesel engines, Universal marine motors, Bendix depth recorders, RCA radiotelephones, Wood Freeman metal marine pilots, Kaar radiomarine, etc., in mid-September occupied its new headquarters in eastern Los Angeles, at 3400 on the San Gabriel River Parkway.

The office formerly maintained by Shepherd Marine in San Pedro has been incorporated as part of the new Los Angeles harbor area in less than half an hour enroute time.

Dan Palmiter, who has been associated with Shepherd Marine for many years, continues on in charge of sales of "Caterpillar" and other marine equipment handled by Shepherd. Lee Dockstader is the man who will be Johnny-on-the-spot for service.

Smith Heads Marketing For Tide Water in Northwest

Donald J. Smith has been appointed district marketing manager of Tide Water Associated Oil Company's northwest marketing district with headquarters here, it is announced by W. A. Reanier, western marketing manager.

Smith replaces Joseph D. Cardoza, who is being transferred to Honolulu as district marketing manager.

Salmon Was August "Fish of the Month"

Salmon was designated as the "Fish-of-the-Month" for August by the Southern California Fisheries Association, Los Angeles. In connection with this promotion, the association is featuring the recipe for preparing salmon, known as Salmon Orientale, which can utilize any one of the five species of salmon.

For September the wholesale fish dealers are giving fillet of sole a boost, with a recipe emphasizing oven-fried fillets.

Frozen Fish Brisk In Harbor Area

Frank Mateljan, operator of Frank's Frozen Foods, Wilmington, Calif., reports sales of frozen seafoods strong in the Los Angeles harbor area.

Mateljan, working with Jack Tipich, son of the owner of the *Sea Pride*, Andrew Tipich, San Pedro, handles frozen halibut, salmon and all types of frozen fish. Using a Butcher Boy slicer, he packages, in institutional sizes, halibut under the trade name of "Ocean Harvest."

* * *

Modesto Amian, 61, an employe of the New England Fish Co. cannery, died suddenly following a heart attack.

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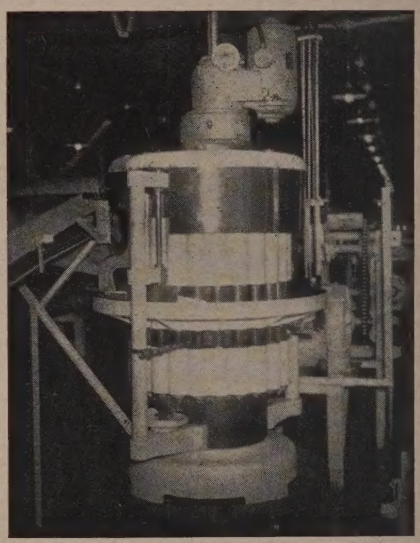

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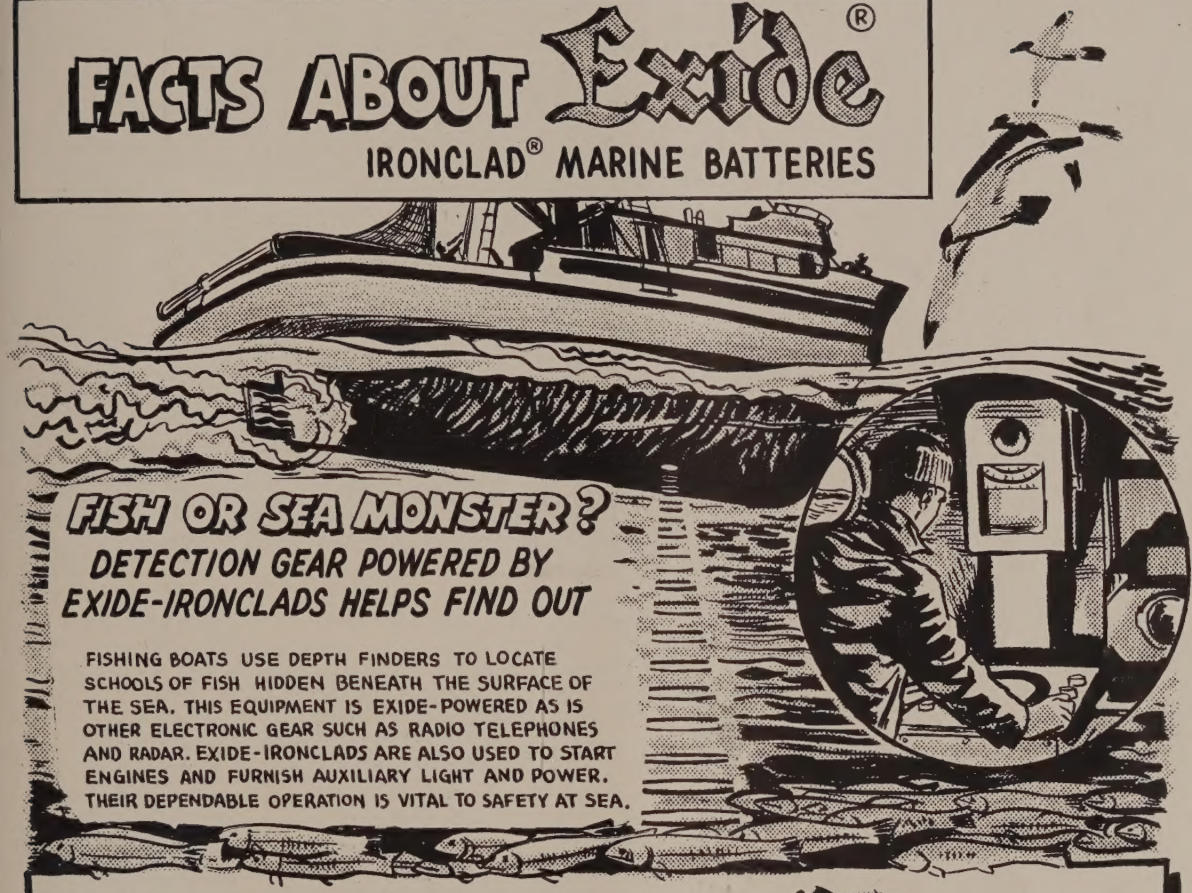

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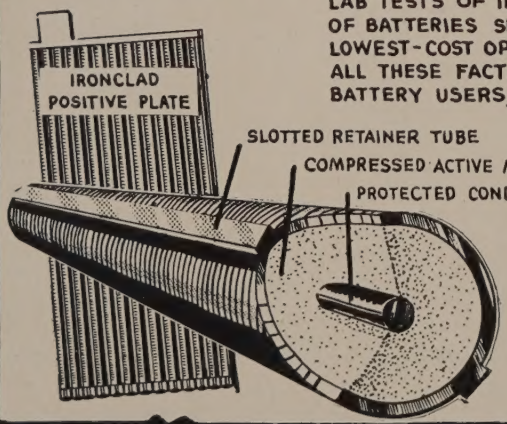

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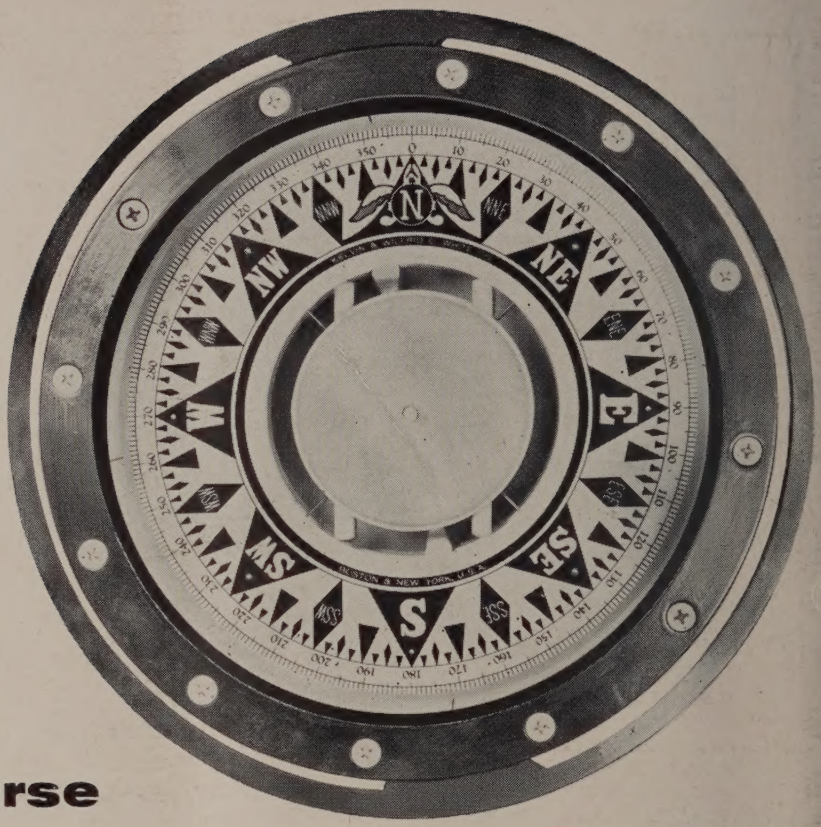

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